PURSUIT®

C 300

OWNER'S MANUAL

PURSUIT® FISHING BOATS
3901 St. Lucie Blvd.
Ft. Pierce, Florida 34946

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SAFETY INFORMATION

Your PURSUIT® Owner's Manual has been written to include a number of safety instructions to assure the safe operation and maintenance of your boat. These instructions are in the form of **DANGER, WARNING, CAUTION**, **and NOTICE** statements. The following definitions apply:

IMMEDIATE HAZARDS WHICH WILL RESULT IN SEVERE PERSONAL INJURY OR DEATH.

HAZARDS OR UNSAFE PRACTICES WHICH COULD RESULT IN SEVERE PERSONAL INJURY OR DEATH.

HAZARDS OR UNSAFE PRACTICES WHICH COULD RESULT IN MINOR PERSONAL INJURY OR PRODUCT OR PROPERTY DAMAGE.

INFORMATION WHICH IS IMPORTANT TO PROPER OPERATION OR MAINTENANCE, BUT IS NOT HAZARD RELATED.

All instructions given in this book are as seen from the stern looking toward the bow, with starboard being to your right, and port to your left. A glossary of boating terms is included.

IMPORTANT NOTE: Your boat uses internal combustion engines and flammable fuel. Every precaution has been taken by Pursuit Fishing Boats to reduce the risks associated with possible injury and damage from fire or explosion, but your own precaution and good maintenance procedures are necessary in order to enjoy safe operation of your boat.

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BOAT INFORMATION

Please fill out the following information section and leave it in your Pursuit Owner's Manual. This information will be important for you and Pursuit service personnel to know, if and when you may need to call Pursuit for technical assistance or service.

BOAT	
MODEL:	HULL SERIAL #:
PURCHASE DATE:	DELIVERY DATE:
IGNITION KEYS #:	REGISTRATION #:
DRAFT:	WEIGHT:

ENGINE(S)	
MAKE:	MODEL:
PORT SERIAL #:	STARBOARD SERIAL #:

TRANSMISSION(S) (Inboard)	
MAKE:	MODEL:
PORT SERIAL #:	STARBOARD SERIAL #:
RATIO:	

OUTDRIVE(S) (Inboard/Outboard)	
MAKE:	MODEL:
PORT SERIAL #:	STARBOARD SERIAL #:

PROPELLER(S)	
MAKE:	BLADES:
DIAMETER/PITCH:	OTHER:

GENERATOR	
MAKE:	MODEL:
SERIAL #:	KW:

DEALER	PURSUIT
NAME:	PHONE:
DEALER/PHONE:	REPRESENTATIVE:
SALESMAN:	ADDRESS:
SERVICE MANAGER:	
ADDRESS:	

Pursuit Fishing Boats reserves the right to make changes and improvements in equipment, design and vendored equipment items, at any time without notification.

Operator Notes

CERTIFICATIONS & SPECIFICATIONS
(For Export Only)

To be in compliance with European directives for recreational boats as published by the International Organization for Standardization (ISO) in effect at the time this boat was manufactured, we are providing the following information.

Manufacturer:

Name _____

Address _____

_____ Zip Code: _____

Identification Numbers:

Hull Identification Number _____

Engine Serial Number _____

Transmission Serial Number _____

Intended Design Category:

☐ Ocean ☐ Inshore

☐ Offshore ☐ Sheltered Waters

Weight and Maximum Capacities:

Unladen Weight - Kilograms (Pounds) _____

Maximum Load - Weight- Kilograms (Pounds) _____

Number of People _____

Maximum Rated Engine Horsepower - Kilowatts (Horsepower) _____

Certifications:

Certifications & Components Covered _____

_____

_____

Operator Notes

IMPORTANT INFORMATION

Warranty and Warranty Registration Cards

The Pursuit Limited Warranty Statement is included with your boat. It has been written to be clearly stated and easily understood. If you have any questions after reading the warranty, please contact Pursuit Customer Relations.

Pursuit, engine manufacturers, and the suppliers of major components maintain their own manufacturer's warranty and service facilities. It is important that you properly complete the warranty registration cards included with your boat and engine(s) and mail them back to the manufacturers to register your ownership. This should be done within 15 days of the date of purchase and before the boat is put into service. A form for recording this information is provided at the beginning of this manual. This information will be important for you and service personnel to know, if and when you may need service or technical information.

The boat warranty registration requires the **H**ull **I**dentification **N**umber **"HIN"** which is located on the starboard side of the transom, just below the rubrail. The engine warranty registration requires the engine serial number(s). Please refer to the engine owner's manual for the location of the serial number(s).

IMPORTANT:

All boat manufacturers are required by the Federal Boat Safety Act of 1971 to notify first time owners in the event any defect is discovered "which creates a substantial risk of personal injury to the public." **It is essential that we have your warranty registration card complete with your name and mailing address in our files so that we can comply with the law if it should become necessary.**

Product Changes

Pursuit is committed to the continuous improvement of our boats. As a result, some of the equipment described in this manual or pictured in the catalog may change or no longer be available. **Pursuit reserves the right to change standard equipment, optional equipment and specifications without notice or obligation.** If you have questions about the equipment on your Pursuit, please contact Pursuit Customer Relations.

Transferring The Warranty

For a Transfer fee, S2 Yachts will extend warranty coverage to subsequent owners of Pursuit models for the duration of the original warranty period. Please refer to the Pursuit Limited Warranty Statement for the procedure to transfer the warranty.

To take advantage of this program, notification of the change of ownership, including the new owner's name, address and telephone number together with the appropriate fee, must be sent to Pursuit Fishing Boats, Customer Relations Department, 3901 St. Lucie Boulevard, Ft. Pierce, Florida 34946, within 30 days of the date of resale.

S2 Yachts will confirm, in writing, that the transfer of the warranty has taken place. After which, the transferee will be treated as the original purchaser as outlined in the Pursuit Limited Warranty Statement.

Service

All warranty repairs must be performed by an authorized Pursuit Dealer. Should a problem develop that is related to faulty workmanship or materials, as stated in the Limited Warranty, you should contact your Pursuit dealer to arrange for the necessary repair. If you are not near your dealer or another authorized Pursuit dealer or the dealer fails to remedy the cause of the problem, then contact the Pursuit Customer Relations Department within 15 days. **It is the boat owner's responsibility to deliver the boat to the dealer for warranty service.**

Operator Notes

OWNER'S/OPERATOR'S RESPONSIBILITIES

Registration and Numbering

Federal law requires that all undocumented vessels equipped with propulsion machinery be registered in the state of principal use. A certificate of number will be issued upon registering the boat. These numbers must be displayed on your boat. The owner/operator of a boat must carry a valid certificate of number whenever the boat is in use. When moved to a new state of principal use, the certificate is valid for 60 days.

In order to be valid, the numbers must be installed to the proper specifications. Check with your dealer or state boating authority for numbering requirements. The Coast Guard issues the certificate of number in Alaska; all others are issued by the state.

Insurance

In most states the boat owner is legally responsible for damages or injuries he or someone else operating the boat causes. Responsible boaters carry adequate liability and property damage insurance for their boat. You should also protect the boat against physical damage and theft. Some states have laws requiring minimum insurance coverage. Contact your dealer or state boating authority for information on the insurance requirements in your boating area.

Reporting Boating Accidents

All boating accidents must be reported by the operator or owner of the boat to the proper marine law enforcement authority for the state in which the accident occurred. Immediate notification is required if a person dies or disappears as a result of a recreational boating accident.

If a person dies or there are injuries requiring more than first aid, a formal report must be filed within 48 hours.

A formal report must be made within 10 days for accidents involving more than $500.00 damage or the complete loss of a boat.

A "Boating Accident Report" form is located near the back of this manual to assist you in reporting an accident. If you need additional information regarding accident reporting, please call the Boating Safety Hotline, 800-368-5647.

Education

If you are not an experienced boater, we recommend that the boat operator and other people that normally accompanies the operator, enroll in a boating safety course. Organizations such as the U.S. Power Squadrons, United States Coast Guard Auxiliary, State Boating Authorities and the American Red Cross offer excellent boating educational programs. These courses are worthwhile even for experienced boaters to sharpen your skills or bring you up to date on current rules and regulations. They can also help in providing local navigational information when moving to a new boating area. Contact your dealer, State Boating Authority or the Boating Safety Hotline, 800-368-5647 for further information on boating safety courses.

Required Equipment

U.S. Coast Guard regulations require certain equipment on each boat. The Coast Guard also sets minimum safety standards for vessels and associated equipment. To meet these standards some of the equipment must be Coast Guard approved. “Coast Guard Approved Equipment” has been determined to be in compliance with

USCG specifications and regulations relating to performance, construction, or materials. The equipment requirements vary according to the length, type of boat, and the propulsion system. Some of the Coast Guard equipment is described in the Safety Equipment chapter of this manual. For a more detailed description, obtain "Federal Requirements And Safety Tips For Recreational Boats" by contacting the Boating Safety Hotline 800-368-5647 or your local marine dealer or retailer.

Some state and local agencies impose similar equipment requirements on waters that do not fall under Coast Guard jurisdiction. These agencies may also require additional equipment that is not required by the Coast Guard. Your dealer or local boating authority can provide you with additional information for the equipment requirements for your boating area.

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Chapter 1:
PROPULSION SYSTEM

1.1 General

The Pursuit C 300 is designed to be powered with twin 2-cycle or 4-cycle outboard motors.

Each manufacturer of the various outboard motors provides an owner's information manual which includes its limited warranty statement with its product. It is important that you read this information very carefully and become familiar with the warranty, proper care and operation of the engine and drive system. A warranty registration card has been furnished with each new engine and can be located in the engine owner's manual. All information requested on this card should be filled out completely by the dealer and purchaser and then returned to the respective engine manufacturer as soon as possible.

DO NOT ATTEMPT TO SERVICE ANY ENGINE OR DRIVE COMPONENT WITHOUT BEING TOTALLY FAMILIAR WITH THE SAFE AND PROPER SERVICE PROCEDURES. CERTAIN MOVING PARTS ARE EXPOSED AND CAN BE DANGEROUS TO SOMEONE UNFAMILIAR WITH THE OPERATION AND FUNCTION OF THE EQUIPMENT.

USE ONLY CLEAN, DRY FUEL OF THE TYPE AND GRADE RECOMMENDED BY THE ENGINE MANUFACTURER. THE USE OF INCORRECT OR CONTAMINATED FUEL CAN CAUSE ENGINE MALFUNCTION AND SERIOUS DAMAGE.

1.2 Outboard Saltwater Application

Each outboard motor is a complete drive system with the gear case being just forward of the propeller and connected to the power head with a vertical drive shaft. Other than the routine maintenance outlined in the engine owner's manual, there is little to be concerned with unless the boat is to be kept in saltwater for extended periods of time. Then the main concerns are marine growth and galvanic corrosion.

Marine growth occurs when components are left in the water for extended periods and can cause poor performance or permanent damage to the exposed components. The type of growth and how quickly it occurs is relative to the water conditions in your boating area. Water temperature, pollution, current, etc. can have an effect on marine growth.

Galvanic corrosion is the corrosion process occurring when different metals are submerged in an electrolyte. Sea water is an electrolyte and submerged engine components must be properly protected. Outboard motors are equipped with sacrificial anodes to prevent galvanic corrosion problems. The anodes must be monitored and replaced as necessary. For locations and maintenance, please refer to the engine owner's manual.

When leaving the boat in the water, tilt the motors as high as possible. This will decrease the risk of marine growth around the cooling inlets, propeller and exhaust ports and damage from galvanic corrosion.

DO NOT PAINT THE OUTBOARD MOTORS WITH ANTIFOULING PAINTS DESIGNED FOR BOAT HULLS. MANY OF THESE PAINTS CAN CAUSE SEVERE DAMAGE TO THE ENGINES. CONTACT YOUR PURSUIT DEALER OR ENGINE MANUFACTURER FOR INFORMATION ON THE PROPER PAINTING PROCEDURES.

1.3 Engine Lubrication

4-cycle outboard engines have an oil sump in the crankcase that must be kept full of the type and grade of oil recommended by the engine manufacturer. It is normal for 4-cycle engines to consume a small amount of oil. Therefore, the oil must be checked before each use and changed at regular intervals as instructed by the engine owner's manual. Use only the type of oil specified by the engine manufacturer.

2-cycle outboard motors are lubricated by an oil injection system. Always monitor the oil level before each cruise by checking the gauge in the helm or visually checking the oil level using the reference marks on the tanks. When additional oil is needed, use only the type of oil specified by the engine manufacturer. Refer to the engine owner's manual for oil specifications and additional information on the oil injection system. Refer to the Fuel System chapter.

ALWAYS MONITOR THE OIL LEVEL AND ONLY USE THE TYPE OF OIL SPECIFIED BY THE ENGINE MANUFACTURER.

1.4 Engine Cooling System

Outboard engines are raw water (sea water) cooled. Water is pumped through the water inlets, circulated through the engine block, and relinquished with the exhaust gases through the propeller hub. The water pump uses a small impeller made of synthetic rubber. The impeller and water pump cannot run dry for more than a few seconds. In most outboard motors, some cooling water is diverted through ports below the engine cowling. This allows the operator to visually check the operation of the cooling system. When the engine is started, always check for a steady stream of water coming out of those ports.

NEVER RUN AN OUTBOARD MOTOR WITHOUT WATER FLOWING TO THE WATER PUMP. SERIOUS DAMAGE TO THE WATER IMPELLER OR ENGINE COULD RESULT.

If the boat is used in salt or badly polluted water, the engines should be flushed after each use. Refer to the engine owner's manual for the proper engine flushing procedure.

1.5 Propellers

The propellers convert the engine's power into thrust. They come in a variety of styles, diameters and pitches. The one that will best suit the needs of your Pursuit will depend somewhat on your application and expected average load. Propeller sizes are identified by two numbers stamped on the prop in sequence. The 1st number in the sequence (example 14 x 21) is the diameter of the propeller, and the 2nd number is the pitch. Pitch is the theoretical distance traveled by the propeller in each revolution. Always repair or replace a propeller immediately if it has been damaged. A damaged and therefore out of balance propeller can cause vibration that can be felt in the boat and could damage the engine gear assembly. Refer to the engine owner's manual for information on propeller removal and installation.

1.6 Engine Instrumentation

The helm station is equipped with a set of engine instruments and alarms. These instruments allow the operator to monitor the engines' operational conditions. Close observation of these instruments allows the operator to operate the engines at the most efficient level and could save them from serious costly damage. The instrumentation is unique to the type of outboard motors installed on your Pursuit. Some or all of the following gauges may be present.

This model may be equipped with Yamaha Command Link Integrated Information System®. Please refer to the Yamaha manuals for information on the operation of this system.

TACHOMETER

The tachometer displays the speed of the engine in revolutions per minute (RPM). This speed is not the boat speed or necessarily the speed of the propeller. The tachometer may not register zero with the key in the "OFF" position.

NEVER EXCEED THE MAXIMUM RECOMMENDED OPERATION RPM OF THE ENGINE. MAINTAINING MAXIMUM, OR CLOSE TO MAXIMUM, RPM FOR EXTENDED PERIODS CAN REDUCE THE LIFE OF THE ENGINE.

SPEEDOMETER

The speedometer indicates the speed of the boat in miles per hour. Most speedometers measure the water pressure against a small hole in a pickup tube located in the engine lower unit or mounted on the bottom of the transom.

TEMPERATURE WARNING

The temperature warning indicates the temperature of the engine. A sudden increase in the temperature could indicate an obstructed water inlet or an impeller failure.

CONTINUED OPERATION OF AN OVERHEATED ENGINE CAN RESULT IN ENGINE SEIZURE. IF AN UNUSUALLY HIGH TEMPERATURE READING OCCURS, SHUT THE ENGINE OFF IMMEDIATELY. THEN INVESTIGATE AND CORRECT THE PROBLEM.

FUEL GAUGE

The fuel gauge indicates the amount of fuel in the fuel tanks. This gauge is a relative indication of the available fuel supply and not a calibrated instrument.

VOLTMETER

The voltmeter displays the voltage for the battery and the charging system. The normal voltage is 11 to 12 volts with the engine(s) off and 13 to 14.5 volts with the engine(s) running.

HOUR METER

The hour meter keeps a record of the operating time for the engine.

TILT/TRIM GAUGE

The tilt/trim gauge monitors the position of the outboard engine. The upper range of the gauge indicates the tilt, which is used for shallow water operation and trailering. The lower range indicates the trim position. This is the range used to adjust the hull angle while operating your boat on plane. Please refer the engine owner's manual for more information on the operation of the outboard power tilt and trim.

ENGINE ALARMS

Most outboards are equipped with an audible alarm system mounted in the helm area that monitors selected critical engine systems. The alarm will sound if one of these systems begins to fail. Refer to the engine owner's manual for information on the alarms installed with your engines.

IF THE ENGINE ALARM SOUNDS, IMMEDIATELY SHUT OFF THE ENGINE UNTIL THE PROBLEM IS FOUND AND CORRECTED.

FUEL MANAGEMENT

Fuel management systems are standard equipment with some outboard engines. On Yamaha® engines, the fuel management gauge is a multifunction gauge used to monitor aspects of the engine's fuel consumption. If you have a fuel management system installed on your boat, please refer to the engine or fuel management manual.

INSTRUMENT MAINTENANCE

Electrical protection for instruments and ignition circuitry is provided by a circuit breaker or fuse located on the engine. The ignition switches and all instruments, controls, etc. should be protected from the weather when not in use. Excessive exposure can lead to gauge and ignition switch failures.

Chapter 2:
HELM SYSTEMS

2.1 General

The helm controls consist of three systems: the engine throttle and shift controls, the steering system and the trim tab control switches. Each manufacturer of the control components provides an owner's manual with its product. It is important that you read the manuals and become familiar with the proper care and operation of the control systems.

The helm and engine controls are located on an opening helm station. The helm station is hinged at the bottom and opens to provide access to service the helm equipment. To open the helm station, unscrew the knobs at the top of the helm. A strap holds the helm in the open position and prevents it from opening too far. Always make sure the helm station clamps are properly secured when the helm is closed.

ALWAYS MAKE SURE THE HELM STATION LATCHES ARE PROPERLY SECURED BEFORE OPERATING OR TRANSPORTING YOUR BOAT. IF THE HELM STATION IS NOT PROPERLY SECURED, IT COULD OPEN UNEXPECTEDLY AND DAMAGE THE BOAT OR CAUSE LOSS OF CONTROL.

UNDER NO CIRCUMSTANCES SHOULD THE HELM BE OPENED WHEN THE ENGINE(S) ARE RUNNING. IN SOME SITUATIONS IT IS POSSIBLE TO ACCIDENTALLY ENGAGE THE ENGINE SHIFT INTO GEAR AND/OR ADVANCE THROTTLE CONTROLS AS THE HELM IS OPENING. THIS COULD RESULT IN LOSS OF CONTROL, DAMAGE TO THE BOAT, AND INJURY TO PASSENGERS.

2.2 Engine Throttle and Shift Controls

The shift and throttle controls on your boat may vary depending on the engines used. The following control description is typical of most outboard remote controls. Refer to the engine or control manuals for specific information on the controls installed on your Pursuit.

The helm on your Pursuit is designed for a binnacle style control with a single lever for each engine that operates as a gear shift and a throttle. General operation will include a position for neutral (straight up and down), a forward position (the 1st detent forward of neutral), and a reverse position (the 1st detent aft of neutral). Advancing the control lever beyond the shift range advances the throttle in forward or reverse. Each control is equipped with a means of permitting the engine to be operated at a higher than idle RPM while in neutral for cold starting and warm-up purposes.

Controls

The handles of dual lever controls may not always align with each other at all RPM settings due to variations in control cable routing, cable length and adjustments at the engine. Usually the alignment of the handles can be optimized at a chosen RPM, but may vary at other settings.

ALWAYS RETURN THE ENGINE THROTTLE LEVERS TO THE EXTREME LOW SPEED POSITION BEFORE SHIFTING. NEVER SHIFT THE TRANSMISSION AT ANY THROTTLE SETTING ABOVE IDLE RPM.

2.3 Neutral Safety Switch

Every control system has a neutral safety switch incorporated into it. This device prohibits the engine from being started while the shift lever is in any position other than the neutral position. Control or cable adjustments may be required to correct this condition should it persist. See your Pursuit dealer for necessary control and cable adjustments.

The neutral safety switches should be tested periodically to ensure that they are operating properly. To test the neutral safety switches, make sure the engines are tilted down and move the shift levers to the forward position. ***Make sure the control levers are not advanced past the idle position.*** Turn the ignition key to the start position just long enough to briefly engage the starter for the engine. ***Do not hold the key in the start position long enough to start the engine.*** The starter should not engage for either engine. Repeat this test with the shift levers in reverse and the engine throttles at idle. Again, the starter should not engage for either engine. If the starter for either engine engages with the shift controls in any position other than the neutral position, then the neutral safety switch is not functioning properly and you should contact your dealer and have the neutral safety switch repaired before using your boat. If an engine starts in gear during this test, immediately move the control levers to the neutral position and turn the engine off.

IN SOME SITUATIONS, IT MAY BE POSSIBLE TO ACCIDENTALLY START THE ENGINES IN GEAR WITH THE THROTTLES ABOVE IDLE IF THE NEUTRAL SAFETY SWITCH IS NOT OPERATING PROPERLY. THIS WOULD CAUSE THE BOAT TO ACCELERATE UNEXPECTEDLY IN FORWARD OR REVERSE AND COULD RESULT IN LOSS OF CONTROL, DAMAGE TO THE BOAT, OR INJURY TO PASSENGERS. ALWAYS TEST THE NEUTRAL SAFETY SWITCH PERIODICALLY AND CORRECT ANY PROBLEMS BEFORE USING THE BOAT.

2.4 Engine Power Tilt and Trim

All outboard engines used on your boat have a tilt and trim feature. The tilt and trim switches are usually built into the engine shift and throttle controls and allow the operator to control the position of the outboards from the helm. Moving the outboards closer to the boat transom is called trimming “in” or “down.” Moving the outboards further away from the boat transom is called trimming “out” or “up.” In most cases, the boat will run best with the outboards adjusted so the hull will run at a 3 to 5 degree angle to the water.

The term “trim” generally refers to the adjustment of the outboards within the first 20° range of travel. This is the range used while operating your boat on plane. The term “tilt” is generally used when referring to adjusting the outboards further up for shallow water operation or trailering. For information on the proper use and maintenance of the power tilt and trim, please refer to the engine owner’s manual.

THE ENGINE HOSES AND CABLES OR THE TRANSOM GEL COAT CAN BE DAMAGED BY TILTING THE ENGINES TO THE FULL UP POSITION WITH THE ENGINES TURNED TO THE WRONG POSITION. MOST TWIN ENGINE INSTALLATIONS WILL BENEFIT FROM TURNING THE STEERING WHEEL COMPLETELY ONE WAY OR THE OTHER BEFORE TILTING THE ENGINES TO THE FULL UP POSITION. YOU SHOULD MONITOR THE ENGINES AS THEY TILT TO DETERMINE BEST FULL TILT ENGINE POSITION FOR YOUR BOAT.

2.5 Engine Stop Switch

WE STRONGLY RECOMMEND THAT THE LANYARD BE ATTACHED TO THE DRIVER WHENEVER THE ENGINES ARE RUNNING.

Engine Stop Switch

Your Pursuit is equipped with an engine stop switch and lanyard. When the lanyard is pulled it will engage the switch and shut off the engines. If the engines will not start, it could be because the lanyard is not properly inserted into the engine stop switch. Always make sure the lanyard is properly attached to the engine stop switch before attempting to start the engine.

WEAR THE LANYARD AT ALL TIMES WHILE OPERATING YOUR BOAT. USE IT TO STOP ONLY IN AN EMERGENCY, NOT TO SHUT OFF THE ENGINE DURING NORMAL OPERATION.

Refer to the engine owner's manual for more information on the engine stop switch.

2.6 Steering System

The steering system is hydraulic and made of two main components: the helm assembly and the hydraulic cylinder. The helm unit acts as both a fluid reservoir and pump. Turning of the helm, or steering wheel, pumps the fluid in the hydraulic hoses and activates the hydraulic cylinder causing the motors to turn. A slight clicking sound may be heard as the wheel is turned. This sound is the opening and closing of valves in the helm unit and is normal. Refer to the steering manufacturer owner's manual for specific information on the steering system.

Dual engine outboards are coupled at the tiller arms by a tie bar. The engines must be aligned so they are parallel with each other to provide maximum stability on straight ahead runs and proper tracking through corners. Engine or steering system damage may require the engines to be realigned.

SOME AUTOPILOTS HAVE ENGINE POSITION SENSORS THAT ARE MOUNTED TO THE HYDRAULIC STEERING CYLINDER. WITH THESE AUTOPILOTS, THE ENGINE POSITION SENSOR BRACKET COULD HIT THE TRANSOM WHEN THE ENGINES ARE TILTED TO THE FULL UP POSITION AND CAUSE DAMAGE TO THE ENGINE RIGGING, THE AUTOPILOT OR THE TRANSOM. IF YOU HAVE AN AUTOPILOT INSTALLED ON YOUR BOAT, YOU SHOULD MONITOR THE LOCATION OF THE ENGINE CABLES AND AUTOPILOT BRACKETS AS THE ENGINES ARE TILTED TO DETERMINE THE BEST ENGINE POSITION AND MAXIMUM ENGINE TILT FOR YOUR APPLICATION.

TILT HELM

A tilt helm may be installed on the C 300. To tilt the wheel, depress the lever located in the base of the helm. Make sure it locks into position.

DO NOT ATTEMPT TO ADJUST THE HELM WHEEL POSITION WHILE UNDERWAY.

2.7 Trim Tabs

The trim tabs are recessed into the hull on the transom. Switches are used to control the trim tabs. The switches are labeled and control bow up and down movements. It also controls starboard and port up and down movements. Bow up and bow down will control the hull planing attitude, while port and starboard up and down provide control for the hull trim side to side.

Before leaving the dock, make sure that the tabs are in the full “UP” position by holding the control in the bow "UP" position for ten (10) seconds.

Always establish the intended heading and cruise speed before attempting to adjust the hull attitude with the trim tabs. After stabilizing speed and direction, move the trim tabs to achieve a level side to side running attitude being careful not to over trim.

After depressing a trim tab switch, always wait a few seconds for the change in the trim plane to take effect. **Avoid depressing the switch while awaiting the trim plane reaction.** By the time the effect is noticeable the trim tab plane will have moved too far and thus the boat will be in an overcompensated position.

When running at a speed that will result in the boat falling off plane, lowering the tabs slightly, bow down, will improve the running angle and operating efficiency. Too much bow down tabs can reduce operating efficiency and cause substantial steering and handling difficulties.

Be extremely careful when operating in a following sea. The effect of trim tabs is amplified under such conditions. Steering and handling difficulties can result from improper trim tab usage, particularly in a following sea. Always raise the tabs to the full bow "UP" position in these conditions

When running at high speeds be sure that the tabs are in the full "UP" position. Only enough trim plane action should be used to compensate for any listing. Trim tabs are extremely sensitive at high speeds. Adjust for this and be prepared to slow down if difficulties arise.

When running into a chop, a slight bow down attitude will improve the ride. Be careful not to over trim. Handling difficulties may result.

2.8 Compass

The compass is on top of the helm. To adjust the compass, read the instructions on "Compass Compensation" given to you in the literature packet. The compass cannot be adjusted accurately at the factory as it must be compensated for the influence of the electrical equipment and electronics unique to your boat. **Therefore, the compass should be adjusted by a professional after the electronics and additional electrical accessories are installed and before operating the boat.**

2.9 Control Systems Maintenance

CONTROL MAINTENANCE

Periodic inspection of the control systems and all connections should be made. Signs of rust, corrosion, wear, or other deterioration should immediately be serviced. Generally, periodic lubrication of all moving parts and connections with a light waterproof grease is in order.

Control system adjustments may become necessary. If adjustments become necessary, see your Pursuit dealer.

INSPECT AND MAINTAIN STEERING SYSTEM REGULARLY. DO NOT ATTEMPT CONTROL ADJUSTMENTS UNLESS YOU ARE FAMILIAR WITH SERVICING CONTROL SYSTEM PROCEDURES. CONTROL MISADJUSTMENT CAN CAUSE LOSS OF CONTROL AND SEVERE ENGINE OR LOWER UNIT DAMAGE.

STEERING SYSTEM MAINTENANCE

A periodic inspection of all steering hoses, linkage and helm assemblies should be made. Signs of corrosion, cracking, loosening of fastenings, excessive wear, or deterioration should be immediately corrected. The fluid level for the hydraulic steering should be checked frequently and maintained at the proper level. Generally, periodic lubrication of all moving parts and connections with a light waterproof grease is in order. Failure to do so could lead to steering system failure that would result in loss of control.

When new, or after repairs, hydraulic steering systems may need to have all air purged from the system. Review the information provided by the steering manufacturer for proper specifications and details on system service and maintenance.

FOLLOW INSTRUCTIONS IN THE OWNER'S INFORMATION PACKET FOR HYDRAULIC STEERING SYSTEM OPERATING, BLEEDING PROCEDURES AND MAINTENANCE PROCEDURES.

TRIM TAB MAINTENANCE

Marine growth can interfere with the proper operation of the trim tab planes and actuators. To reduce problems due to marine growth, always return the trim tabs to the full "UP" position after operating the boat and periodically inspect and clean marine growth from the actuators and planes.

The trim tabs are equipped with a zinc anode to prevent galvanic corrosion. Galvanic corrosion is the corrosion process occurring when different metals are submerged in an electrolyte. Sea water is an electrolyte and submerged metal components must be properly protected. The anodes were installed at the factory and will need to be changed when they are 75% of their original size.

Refer to the Routine Maintenance chapter of this manual for information on maintaining zinc anodes and the trim tab owner's manual for additional maintenance information, fluid specifications and operating instructions.

Chapter 3:
FUEL SYSTEM

3.1 General

The fuel system used in Pursuit boats is designed to meet the requirements of the U.S. Coast Guard, the National Marine Manufacturers Association (NMMA), and The American Boat and Yacht Council (ABYC) in effect at the time of manufacture.

The gasoline fuel system has been factory inspected and pressure tested in accordance with regulations in effect at the time of manufacture. This inspection assures that the system is air tight, leak proof and safe. It is the responsibility of the purchaser to maintain it in that condition. Make frequent inspections to assure that no deterioration or loosening of connections is resulting from vibration.

DO NOT LET THE ODOR OF GASOLINE GO UNCHECKED. ANY ODOR OF GASOLINE MUST BE IMMEDIATELY INVESTIGATED AND STEPS TAKEN TO PROTECT THE BOAT AND ITS OCCUPANTS UNTIL THE PROBLEM IS CORRECTED. IF THE ODOR OF GASOLINE IS NOTED, SHUT OFF ALL ENGINES AND ELECTRICAL EQUIPMENT. INVESTIGATE AND CORRECT THE SITUATION IMMEDIATELY. HAVE ALL PASSENGERS PUT ON PERSONAL FLOTATION DEVICES AND KEEP A FIRE EXTINGUISHER READY UNTIL THE SITUATION IS RESOLVED.

FUEL WITHDRAWAL TUBES

The fuel withdrawal tubes are positioned in the fuel tanks to achieve optimum fuel usage, fuel line routing, etc. At certain speeds and hull trim angles, the fuel supply at the withdrawal tube location can increase or decrease accordingly. Be extremely careful when attempting to operate the boat when low on fuel. Though some fuel may be in the tank, the trim angle of the boat may cause the fuel to flow away from the withdrawal tube(s).

FUEL GAUGE SENDERS

The fuel gauge sender(s) can be accessed through inspection plates in the cockpit. Due to the mechanical nature of the fuel senders, variations in readings during various speeds of operation may occur. This system is merely a relative indication of the available fuel supply and not a calibrated instrument.

FUEL FILLS

A fuel fill deck plate is located on each gunwale and is marked "GAS." The fuel fill is opened by turning it counter clockwise with a special key. After fueling, install the fuel cap and tighten with the key. Be sure to use the proper type and grade fuel. Refer to the engine owner's manual for additional information.

Fuel Fill

DO NOT CONFUSE FUEL FILL DECK PLATES WITH THE WATER OR WASTE FILL DECK PLATES. THESE PLATES ARE ALSO LABELED ACCORDINGLY. IF GASOLINE OR DIESEL IS ACCIDENTALLY PUMPED INTO THE WATER OR WASTE TANK, DO NOT ATTEMPT TO PUMP IT OUT YOURSELF. WATER AND WASTE PUMPS ARE NOT DESIGNED TO PUMP FUEL AND FIRE OR EXPLOSION COULD RESULT. HAVE THE FUEL PROFESSIONALLY REMOVED AND THE COMPONENTS OF THE FRESH WATER SYSTEM REPLACED AS NECESSARY.

FUEL VENTS

There are two fuel vent fittings for the gasoline fuel tanks, one on each side of the hull. While the tank is being filled, the air displaced by the fuel escapes through the vent. After fueling, replace the fill cap(s), and wash the areas around the fuel fill plates and below the fuel vent(s). Residual fuel left on the deck and hull sides can be dangerous, and will yellow the fiberglass or damage the striping.

3.2 Fuel System

The outboard fuel system on the Pursuit C 300 has two fuel tanks and four manual "ON/OFF" fuel valves that are labeled to indicate the engine the valve will supply. The fuel valves are located on the top of the fuel tanks below the inspection plates in the rear of the cockpit. The valves are off when the handle is perpendicular to the fuel flow. The fuel valves allow the operator to run the engines from both tanks or from either the port tank, which fills from the port gunwale, or the starboard tank, which fills from the starboard gunwale.

During normal operation, the port engine should be supplied fuel from the port tank and the starboard engine supplied fuel from the starboard tank. The fuel valves on each tank are labeled port and starboard. The labels refer to the engine the valve supplies. If a fuel supply problem should occur in one of the fuel tanks, both engines can be temporarily operated from either the port or starboard fuel tank by opening both valves on that tank. The fuel valves on the port tank should be off when operating both engines on the starboard tank and the fuel valves on the starboard tank should be off when operating both engines on the port tank. Operating the boat with all four fuel valves open is not recommended and should be avoided.

The engines will not draw fuel equally from the fuel tanks when the fuel valves are set so both engines are operating from both tanks (all four fuel valves open.) This could result in one tank being exhausted of fuel while the other tank is partially full, causing fuel supply problems.

Fuel withdrawal lines are equipped with anti-siphon valves where the lines attach to the fuel tanks. These valves prevent gasoline from siphoning out of the fuel tank should a line rupture.

DO NOT REMOVE THE ANTI-SIPHON VALVES FROM THE SYSTEM. SHOULD AN ANTI-SIPHON VALVE BECOME CLOGGED, CLEAN AND REINSTALL OR REPLACE. IF A FUEL LINE SHOULD LEAK, ANTI-SIPHON VALVES PREVENT A SUBSTANTIAL AMOUNT OF FUEL FROM FLOWING INTO THE BILGE. ANTI-SIPHON VALVES ARE REQUIRED, BY THE U.S. COAST GUARD, TO BE INSTALLED IN ALL BOATS EQUIPPED WITH GASOLINE ENGINES.

GASOLINE FUEL FILTER

Fuel filters are installed in the transom area of the boat. The filters are the water separator type and there is one filter for each engine fuel line. Each fuel filter has a sediment bowl that should be checked for water frequently to assure an adequate supply of clean, dry fuel to the engines. It is recommended that the filters are inspected periodically and the elements changed once a season.

TO REDUCE THE POSSIBILITY OF A FIRE OR EXPLOSION, MAKE SURE ALL ELECTRICAL SWITCHES ARE IN THE "OFF" POSITION BEFORE SERVICING THE FUEL SYSTEM.

DO NOT DRAIN ANY FUEL IN THE BILGE. THIS COULD LEAD TO A FIRE OR EXPLOSION. CHECK ALL FUEL LINE FITTINGS FOR LEAKS BEFORE AND AFTER STARTING THE ENGINES FOLLOWING ANY FUEL SYSTEM SERVICE.

Fuel Filter

3.3 Fueling Instructions

FUEL IS VERY FLAMMABLE AND CAN CAUSE A FIRE OR AN EXPLOSION. BE CAREFUL WHEN FILLING THE FUEL TANKS. NO SMOKING. NEVER FILL THE TANKS WHILE THE ENGINES ARE RUNNING. FILL THE FUEL TANKS IN AN OPEN AREA. DO NOT FILL THE TANKS NEAR OPEN FLAMES.

TO PREVENT DAMAGE TO THE FUEL SYSTEM, USE ONLY A GOOD GRADE OF GASOLINE. DO NOT USE FUEL THAT CONTAINS HARSH ADDITIVES OR MORE THAN 10% ETHANOL. DO NOT USE FUELS CONTAINING METHANOL. WATER OR CORROSION DAMAGE TO THE FUEL SYSTEM THAT IS THE RESULT OF THE USE OF ALCOHOL-BLENDED FUELS IS NOT COVERED BY THE PURSUIT LIMITED WARRANTY. REFER TO THE ENGINE MANUFACTURER'S OWNER'S MANUAL FOR SPECIFIC FUEL REQUIREMENTS FOR YOUR ENGINES.

To fill the fuel tank at a marina, follow this procedure:

1. Make sure all switches are in the “Off” position.
2. Make sure the boat is securely moored.
3. Make sure all passengers leave the boat.
4. A special key to open the fuel caps is supplied.
5. Turn the key counterclockwise to open the cap.
6. Remove the cap.
7. Put the nozzle in the fuel opening.

STATIC ELECTRICITY CAN BE GENERATED WHILE FUELING AND CAN CAUSE A FIRE OR EXPLOSION. TO PREVENT STATIC SPARKS WHEN FILLING THE TANK, MAKE SURE THE NOZZLE IS IN CONTACT WITH THE FUEL OPENING.

8. Fill the fuel tanks slightly less than the rated capacity to avoid spilling fuel out of the vents and fuel fills and to allow for expansion.

ESTIMATE HOW MUCH FUEL IS NEEDED AND AVOID OVER FILLING THE TANK.

SPILLED FUEL CAN CAUSE A FIRE OR AN EXPLOSION. MAKE SURE YOU DO NOT SPILL ANY FUEL. IF A SMALL AMOUNT OF FUEL IS SPILLED ON THE FIBERGLASS, USE A CLOTH TO REMOVE THE FUEL AND PROPERLY DISPOSE OF THE CONTAMINATED CLOTH. IF FUEL IS SPILLED ON THE WATER, EXERCISE EXTREME CAUTION. FUEL FLOATS ON THE SURFACE OF THE WATER AND CAN IGNITE. IF FUEL IS SPILLED INTO THE WATER, IMMEDIATELY EVACUATE THE AREA AND NOTIFY THE MARINA AND THE PROPER OFFICIALS.

9. Remove the nozzle.

10. Install and tighten the fuel cap. Be careful not to overtighten the cap.

11. Check the fuel compartment and below the deck for fuel odors. If you smell fuel, do not start the engine.

TO REDUCE THE RISK OF A FIRE AND/OR EXPLOSION, DO NOT START THE ENGINE(S) WHEN FUEL FUMES ARE PRESENT. FUEL FUMES ARE DANGEROUS AND HARMFUL TO YOUR HEALTH. MAKE SURE ALL GASOLINE ODORS ARE INVESTIGATED IMMEDIATELY.

3.4 Fuel System Maintenance

PERIODICALLY INSPECT ALL PRIMER BULBS, CONNECTIONS, CLAMPS AND HOSES FOR LEAKAGE AND DAMAGE OR DETERIORATION. REPLACE AS NECESSARY.

Spray the valves, tank fuel gauge sender and ground connections with a metal protector.

Frequently inspect and lubricate the fuel fill cap o-ring seals with petroleum jelly or silicone grease. The o-ring seal prevents water from entering the fuel system through the fuel fill cap and it should be immediately replaced if there is any sign of damage or deterioration.

The age of gasoline can affect engine performance. Chemical changes occur as the gasoline ages that can cause deposits and varnish in the fuel system as well as reduce the octane rating of the fuel. Severely degraded fuel can damage the engine and boat fuel tank and lines. Therefore, if your boat is not being run enough to require at least one full tank of fresh fuel a month, a fuel stabilizer should be added to the gasoline to protect the fuel from degradation. Your dealer or the engine manufacturer can provide additional information on fuel degradation and fuel stabilizers recommended for your engine.

Avoid using fuels with alcohol additives. Gasoline that is an alcohol blend will absorb moisture from the air which can reach such concentrations that "phase separation" can occur whereby the water and alcohol mixture becomes heavy enough to settle out of the gasoline to the bottom of the tank. Since the fuel pick-up tube is very near the bottom of the tank, phase separation can cause the engine to run very poorly or not at all. This condition is more severe with methyl alcohol and will worsen as the alcohol content increases. Water or a jelly like substance in the fuel filters is an indication of phase separation from the use of alcohol blended fuels.

Improper marina fuel storage techniques, limited boat usage, etc. can cause the fuel to become contaminated. Periodically, it may be necessary to pump accumulating water and contaminated fuel from the bottom of the fuel tanks. If the fuel system on your boat becomes contaminated, contact your dealer or marina for assistance.

Please contact your engine manufacturer for additional information regarding fuels and additives.

Do not allow the boat to sit unused for an extended period with the fuel tanks less than full. Changes in temperature and weather conditions can cause condensation in fuel tanks that are less than 3/4 full.

AFTER THE FILTER ELEMENT HAS BEEN CHANGED, PRIME THE FUEL SYSTEM AND CHECK ALL FITTINGS FOR LEAKS BEFORE AND AFTER STARTING THE ENGINES.

Operator Notes

Chapter 4:
ELECTRICAL SYSTEM

4.1 General

Your Pursuit is equipped with a 12-volt DC electrical system and may be equipped with an optional AC system. The AC system draws current from shore power outlets at dockside. The DC system draws current from on-board batteries.

The Group 31, 12-volt batteries provided in your boat are of the lead-acid type. They will require periodic maintenance. The batteries are located under the console seat.

There are electrical schematics included in this manual to assist with servicing the electrical systems.

COMPARTMENTS ON A PURSUIT BOAT MAY BE LIGHTED FOR NIGHT USE. LIGHT BULBS GENERATE HEAT AND CAN IGNITE ORDINARY COMBUSTIBLES CAUSING A FIRE. DO NOT PLACE OR STORE COMBUSTIBLE MATERIALS IN CONTACT WITH LIGHT BULBS. TURN OFF ALL LIGHTING PRIOR TO LEAVING THE BOAT.

4.2 12-Volt DC System

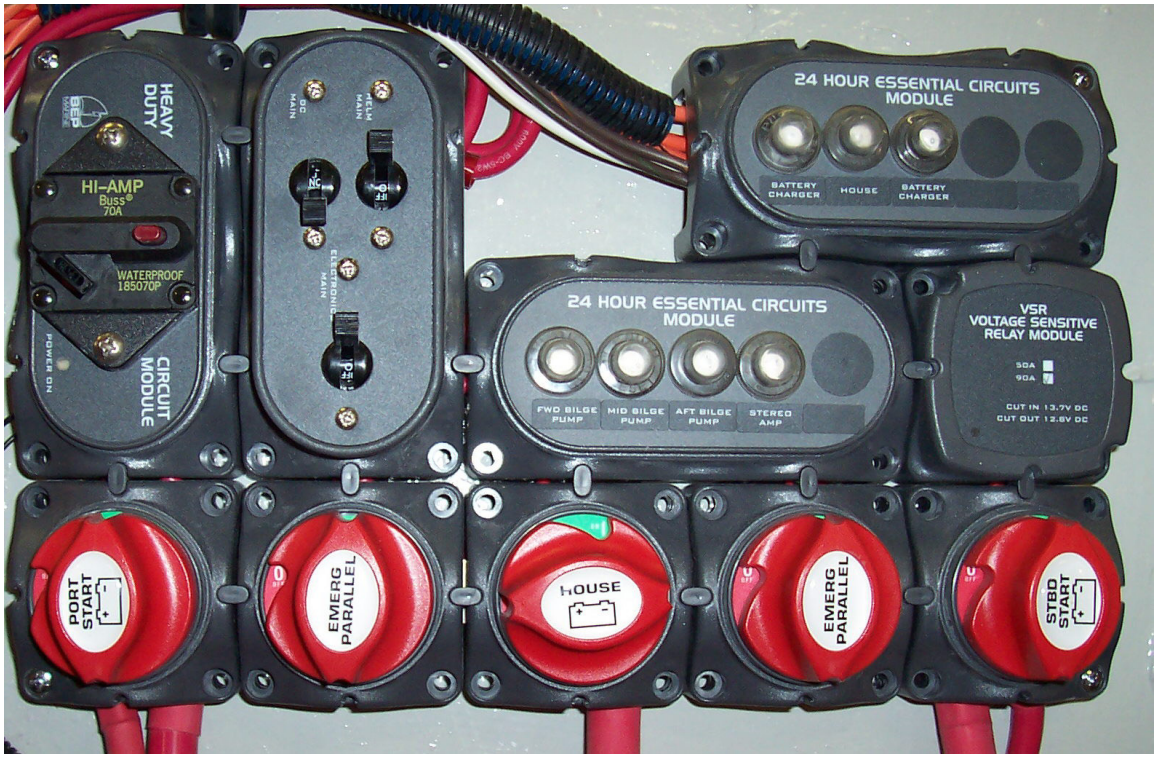
There are three batteries located in a compartment in the leaning post; one for the starboard engine, one for the port engine and a house or accessory battery. All batteries can be charged by the engine or by the battery charger when connected to shore power. An automatic voltage control system manages charging of the batteries whenever the engine is running.

Twelve-volt power is distributed to the 12-volt accessories through individual circuit breakers located in the 12-volt breaker panel on the helm and in the head compartment. Main breakers located on the battery switch panel protect these panels. Other circuit breakers on the module protect the circuits for the optional windlass, high amperage components, the stereo memory and the automatic float switches for the aft and mid bilge pumps. A circuit breaker located on each engine protects the engine ignition systems and gauges.

PROPER FUSE OR BREAKER PROTECTION MUST BE PROVIDED FOR ALL 12-VOLT EQUIPMENT ADDED. DO NOT OVERLOAD THE ACCESSORY CIRCUIT BREAKERS OR OTHER CIRCUITRY THROUGH ADDITIONAL 12-VOLT EQUIPMENT.

4.3 DC Distribution System

The battery switches are a part of an integrated DC power distribution system that contains several components. The following are descriptions of the components:



DC Power Distribution (typical)

COMPONENT DESCRIPTION

Battery Switch (3): These switches feed the engine(s) and DC circuits. These are "ON/OFF" switches. Turn the switch so that the green "ON" indicator is displayed. All three switches should be in the "ON" position whenever the boat is in operation.

Parallel Switch: Connects the two batteries together for engine starting or charging of both batteries. This switch should only be used for emergency starting.

Voltage Sensitive Relay (VSR): The VSR allows two batteries to be charged either by one engine or by the on-board battery charger. The VSR prevents both batteries from being discharged by automatically isolating the engine battery.

24-Hour Essential Circuits: Used for protection of circuits that are not switched off by battery master switches.

Medium Duty Circuit Breaker: Used to protect high amperage circuits and panel feeds.

Heavy Duty Circuit Breaker: Used to protect the windlass circuit.

Heavy Duty Distribution Stud: One or more of these may be used to distribute negative DC power.

Heavy Duty Buss: Contains multiple distribution studs to distribute negative DC power.

Blank Module: Acts as a filler to complete the modular design.

THE BOAT SHOULD NOT BE OPERATED ON A CONTINUOUS BASIS WITH THE PARALLEL SWITCH IN THE "ON" POSITION.

BATTERY SWITCHES

There are three battery switches and two parallel switches to manage the 12-volt power distribution. Make sure that all battery switches are activated whenever the engines are running to ensure that all 12-volt accessories will operate when they are needed. The Port Start switch controls the battery for the port engine. The Starboard Start switch controls the battery for the starboard engine. The House switch provides power to the house circuits. The house battery is charged by the starboard engine or the battery charger. For information on battery charging using the on-board charger, refer to the Battery Charger in the AC Systems section of this chapter.

The Parallel switches connect the port and house batteries or the starboard engine and house batteries for emergency starting if one of the engine batteries is dead or low.

THE BOAT SHOULD NOT BE OPERATED ON A CONTINUOUS BASIS WITH THE PARALLEL SWITCH IN THE "ON" POSITION.

Current is supplied to the automatic float switches for the bilge pumps and stereo memory when the batteries are connected and the battery switches are off.

DISTRIBUTION BREAKERS

Helm Main
Supplies 12-volt electrical current to the breakers on the helm breaker panel.

DC Main
Supplies 12-volt electrical current to the cabin DC breaker panel.

Electronics Main
Reserved for electronics installations. Supplies buss bar located behind the helm.

Forward Bilge
The forward bilge pump breaker provides protection for the automatic float switch on the forward bilge pump.

Aft Bilge
The aft bilge pump breaker provides protection for the automatic float switch on the aft bilge pump.

Mid Bilge
Supplies 12-volt electrical current to the sump pump that is connected to the sink and shower drains. This is a "push to reset" breaker that is normally on all the time unless tripped by an overload. Make sure this breaker is on before using the cabin shower.

Windlass (Optional)
Push the red button to open the circuit breaker. To reset or turn the circuit breaker on, rotate the black lever to the "ON" position. Turning off this breaker when the windlass is not in use will reduce the possibility of accidentally activating the windlass.

Engine Circuit Breakers
Circuit protection for the ignition switch and engine components is provided on the engine. Please refer to the engine owner's manual for information on the circuit breakers installed on your engines.

4.4 12-Volt DC Panels

HELM BREAKER PANEL

Helm Breaker Panel

The helm and cockpit switch functions are protected by a breaker panel located below the steering helm. The breaker panel is equipped with "push to reset" breakers that are protected from the elements by rubber boots. These breakers are all normally on and cannot be manually turned off. Should one of these breakers trip from overload, push the breaker plunger inside the boot to reset.

The following are descriptions of the accessories controlled by the main accessory switch panel:

HELM SWITCH PANELS

UPPER PANEL

Upper Helm Switch Panel (Typical)

Cockpit Lights
Activates the lights that illuminate the cockpit area.

Nav/Anchor Lights
The switch is a three-position switch. The middle position is “OFF.” Depressing the top of the switch activates the navigation lights. Depressing the bottom on the switch activates the anchor light.

Spreader Lights
Activates the flood lights located on the optional T-top. These lights provide additional lighting for the rear of the cockpit.

Hardtop Light
Pressing this button activates the light mounted underneath the hardtop.

LOWER PANEL

Lower Helm Switch Panel (Typical)

Port/Starboard Fuel Gauge
The fuel gauge switch allows one fuel gauge to be used for both fuel tanks. With the ignition switch "ON," move the switch to the number 1 position and the fuel gauge will show the level in the starboard tank. Move the switch to the number 2 position and the gauge will show the fuel level in the port tank.

Forward Bilge Pump
Activates the forward bilge pump which is installed in the center bilge below the console. The pump moves water out through the thru-hull. To start the pump manually, put the switch in the "ON" position.

Aft Bilge Pump
Activates the manual stern bilge pump which is installed in the aft bilge. The pump moves water out through the thru-hull fitting in the hull. To start the pump, put the switch in the "ON" position.

Note: The bilge is equipped with two bilge pumps. One pump is fully automatic and the other pump is activated by a switch. The automatic pump will start automatically when there is sufficient water in the bilge to activate the float switch. The float switch is protected by a circuit breaker located on the battery switch panel and is always supplied current when the batteries are connected. The manual pump is activated by the bilge pump switch in the helm switch panel.

Parallel
This switch is not used. See Parallel Switch in the DC Distribution System section of the Electrical System chapter.

Windlass
This switch controls the optional windlass which is mounted to the deck directly above the rope locker. It is protected by a circuit breaker, of the type and rating recommended by the windlass manufacturer, that is located on the battery switch panel.

Accessory Switch
This switch is supplied to protect additional equipment that may be installed. If no accessories are activated by this switch it remains wired in the panel in reserve.

Horn
Activates the boat horn.

Trim Tab Switches
These switches control the trim tab planes located on the transom of the boat. They are protected by the circuit breaker located in the helm breaker panel. Please refer to the Helm Systems chapter for detailed information on the operation of the trim tab controls.

COCKPIT SWITCH PANELS

Additional switch panels are located in various locations in the cockpit and helm areas of the boat. Most of these panels are equipped with one switch and one circuit breaker. The following are descriptions of additional panels that may be on your Pursuit and the accessories they control:

Helm Seat
The switches are located on the leaning post next to each seat. They are momentary switches that control the fore and aft movement of the leaning post seats.

Baitwell Pump
Located under the gunwale in the cockpit, this switch activates the circulating pump that supplies water to the livewell. The pump is protected by a circuit breaker in the panel and an automatically resetting breaker on the pump motor.

Washdown Pump
This switch activates the raw water washdown pump. The pump is the pressure demand type and is protected by a circuit breaker in the panel and an automatically resetting breaker on the pump motor.

Fishbox Pump Out Macerator Pump
The fishbox macerator switch panel is located in the rear of the cockpit near the stern access door. It is a momentary switch that activates the overboard macerator discharge system for the fishbox.

Note: Please refer to the Plumbing Systems chapter for more information on the baitwell and washdown systems.

CABIN DC BREAKER PANEL

The following are descriptions of the accessories controlled by the cabin DC breaker panel:

DC Main
Supplies the 12-volt current to the cabin DC breakers and protects the panel from an overload.

Helm Main
Supplies 12-volt electrical current to the breakers and switches in the helm switch panels.

Electric Head
Supplies electrical current directly to the switch which controls the vacuum pump on the electric head.

Stereo
Supplies 12-volt electrical current to the stereo.

DC Breaker Panel (Typical)

Interior Lights
Supplies 12-volt electrical current to the cabin light switches.

Head Macerator
Supplies electrical current to the switch, that controls the macerator overboard discharge pump for the holding tank. This breaker should be in the "OFF" position except when pumping out the holding tank.

Electronics Main
Reserved for electronics installations.

Fresh Water System
Supplies 12-volt electrical current directly to the fresh water pump pressure switch located on the pump. The pump is the pressure demand type and is protected by a circuit breaker in the panel and an automatically resetting breaker on the pump motor. The pressure switch automatically controls the water pump when the system is activated and properly primed.

Accessory
Reserved for future use.

Helm Seats
Supplies 12-volt electrical current to the leaning post control switches located in the front of the leaning post next to each seat.

HEAD COMPARTMENT PANEL

Holding Tank Macerator
The holding tank overboard discharge macerator switch panel is located in the head compartment next to the holding tank monitor. It is a momentary switch that activates the overboard macerator discharge system for the holding tank. Refer to the Marine Head System in the Interior Equipment chapter for additional information on the operation of the overboard macerator discharge system.

Holding Tank Level
The panel contains the holding tank level indicator that indicates the level of the holding tank. Refer to the head system owner's manual for more information on this system.

12-VOLT RECEPTACLE
Provides electrical current for portable 12-volt equipment.

4.5 AC System (Optional)

Shore Power Inlet

The AC system is fed by the shore power outlet. It is equipped with an on-board galvanic isolation. The galvanic isolator is equipped with a system status monitor. Refer to the galvanic isolator owner's manual. All AC current is distributed to the AC accessories through individual circuit breakers located in the AC panel. The main breaker in the panel protects the system from an overload and the reverse polarity light indicates any problems due to an improper shore power supply. All AC outlets are protected by ground fault interrupters to protect against electrical shock. A cord set is provided to supply power from the shore power outlet to the boat's AC shore power inlet.

TO REDUCE THE RISK OF ELECTRICAL SHOCK IN WET WEATHER, AVOID MAKING CONTACT WITH THE SHORE CABLE OR MAKING A CONNECTION TO A LIVE SHORE OUTLET. NEVER SPRAY WATER ON ELECTRICAL CABLES WHILE WASHING DOWN DECKS.

TO REDUCE THE POSSIBILITY OF AN ELECTRICAL SHOCK, IT IS IMPORTANT THAT THE AC GROUND SYSTEM IS FUNCTIONING PROPERLY AND THAT A PROPER CONNECTION EXISTS BETWEEN THE SHORE POWER CORD, THE SHORE POWER INLET, THE BOAT BONDING SYSTEM AND THE OUTLET GROUND CIRCUITS. IF THERE IS ANY DOUBT ABOUT THE INTEGRITY OF THE GROUND CIRCUIT, A QUALIFIED MARINE ELECTRICIAN SHOULD BE CONTACTED IMMEDIATELY AND THE AC SHOULD BE DISCONNECTED UNTIL THE NECESSARY REPAIRS ARE COMPLETED.

RECOMMENDED PROCEDURE FOR MAKING A SHORE CONNECTION

Turn the AC main breaker to the "OFF" position. If the dockside outlet includes a disconnect switch, turn it to the "OFF" position also.

To avoid strain on the cable make sure it has more slack than the mooring lines. Dress the cable so that it cannot be damaged by chafing between the boat and the dock. Make sure the cable does not come in contact with the water. Then connect the cable in the plug inlet making sure the connection plug includes a three-prong plug with a ground wire. Tighten the lock rings on both the shore and the boat connector plugs.

Turn the dockside disconnect switch or circuit breaker to the "ON" position and check for proper polarity. If reverse polarity has been achieved, the red polarity indicator in the AC panel will light. If this should happen, make sure the main breaker on the panel is in the "OFF" position and turn the dock power switch or breaker off. A special relay attached to the main breaker should automatically turn the main breaker off whenever reverse polarity is achieved. Notify a qualified electrician to check the wiring at the dock outlet. If the red polarity light does not illuminate when power is supplied to the panel, the polarity is correct and the AC main switch can be moved to the "ON" position.

SWIMMING NEAR A BOAT OPERATING ON AC ELECTRICAL SYSTEM CAN LEAD TO SEVERE SHOCK AND DEATH. NEVER SWIM OR ALLOW SWIMMING WHEN THE AC SYSTEM IS IN USE.

DO NOT ATTEMPT TO CORRECT THE WIRING YOURSELF. ELECTRIC SHOCK CAN CAUSE SEVERE INJURY OR EVEN DEATH. ALWAYS HAVE A QUALIFIED ELECTRICIAN CHECK WIRING.

KEEP CHILDREN AWAY FROM ANY ELECTRICAL CABLES OR EQUIPMENT AND ALWAYS USE GROUNDED APPLIANCES ON BOARD YOUR BOAT.

DO NOT OPERATE THE AC ELECTRICAL SYSTEM FROM SHORE POWER WITH REVERSE POLARITY. REVERSE POLARITY WILL DAMAGE THE SYSTEM AND EXPOSE PASSENGERS TO ELECTROCUTION HAZARDS. THIS CONDITION COULD ALSO CAUSE A FIRE IN THE ELECTRICAL SYSTEM.

DISCONNECTING PROCEDURE FOR SHORE POWER CONNECTION

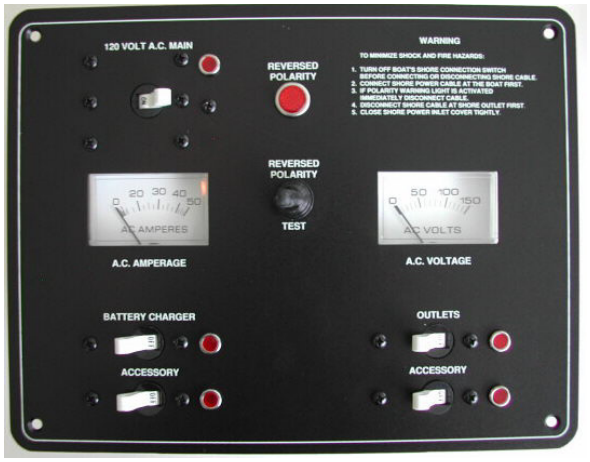
Turn the main breaker on the AC panel to the “OFF” position.

Turn the disconnect switch on the dockside outlet to the “OFF” position.

Disconnect the cable from the dockside outlet and replace the outlet caps. Disconnect the cable from the boat and replace the inlet cap. Store cable.

AC BREAKER PANEL

The AC panel is located in the head compartment. The following are descriptions of the AC panel equipment and the breakers that protect the accessories:



AC Breaker Panel

AC Main Breaker

Protects the general distribution network. This breaker is very sensitive. The resulting power surge that occurs when connecting the dockside cord may cause the main breaker to trip. To avoid this surge, always turn the main breaker to the “OFF” position before plugging or unplugging the shore power cord.

Polarity Light

The red light indicates reverse polarity current supplied to the panel. This situation will cause the red light to remain lit. Additionally, a special relay attached to the main breaker will automatically turn the main breaker off whenever reverse polarity is achieved. If reverse polarity is achieved, immediately turn off all cabin AC breakers and dockside outlet breakers and notify a qualified electrician to check the dockside wiring.

Reverse Polarity Light Test Switch

There is a momentary switch located next to the reversed polarity light in the AC breaker panel. This switch is used to test the reverse polarity light to ensure that it is functioning. The light can be tested by depressing the switch whenever the AC system is activated. The reverse polarity light should be tested each time the AC system is activated. If the light does not activate when the switch is pressed, disconnect the shore power cable and notify a qualified electrician to check the light and the dockside wiring if necessary.

AC Amp Meter

Indicates the total amperage or current being drawn through the AC panel. It is the total current level of all of the AC equipment in operation at the time.

AC Volt Meter

Indicates the voltage supplied to the panel.

Battery Charger

Supplies electrical current directly to the automatic battery charger which is accessed through the starboard access hatch in the storage compartment in the console. The battery charger automatically charges and maintains the 12-volt batteries simultaneously when activated. It is fully automatic and is equipped with an amp meter.

Charging can be monitored by using the volt meter in the engine gauge cluster. With the charger activated, turn the ignition key switch that activates the volt meter to the "ON" position. **(DO NOT START THE ENGINES.)** Then select the batteries one at a time and read the voltage on the volt meter. If the batteries are in good condition and charging properly, the volt meter will indicate between 12 and 14.5 volts. If the reading is below 12 volts, then the battery is not accepting a charge or the charger is not working properly. Always turn the ignition switch off immediately after the monitoring is complete. See the battery charger manual for more information.

The wires that supply DC charging current to the batteries are protected by an internal fuse in the battery charger and two external circuit breakers, one for each battery bank output wire, located on the battery switch panel. The external breakers protect the DC charging circuit from the batteries to the charger. The internal fuses in the charger protect the DC charging circuit from the charger to the batteries.

Outlets
Supply electrical current to the ground fault interrupter (GFI) electrical outlet.

Note: All AC electrical outlets are provided with ground fault interrupters to protect against electric shock. These outlets should be tested periodically to ensure proper operation by pressing the test/reset buttons in the center of face plate. GFI outlets do not protect against short circuits and overloads. This is done by the outlet breakers on the AC panel.

Accessory
Reserved for additional AC equipment.

GFI OUTLETS DO NOT PROVIDE 100% PROTECTION FROM ELECTRIC SHOCK. EVEN THOUGH GROUND FAULT INTERRUPTERS PROVIDE PROTECTION BY REDUCING EXPOSURE TIME FROM LINE TO GROUND SHOCK HAZARDS, IT IS STILL POSSIBLE TO RECEIVE AN ELECTRIC SHOCK FROM DEFECTIVE APPLIANCES OR POWER TOOLS AND MISUSED ELECTRICAL EQUIPMENT.

4.6 Electrical System Maintenance

12-VOLT DC ELECTRICAL SYSTEM MAINTENANCE
At least once a year, spray all exposed electrical components behind the helm and in the plugs, with a protector. Exterior light fixture bulbs should be removed and the metal contact areas coated with a non-water soluble lubricant like petroleum jelly or silicone grease. The sockets should be sprayed with a protector. Care must be taken not to get any oil or petroleum jelly on the glass portion of the bulbs as this will cause the bulb to overheat and burn out.

WHEN REPLACING LIGHT BULBS IN MARINE LIGHT FIXTURES, ALWAYS USE A BULB WITH THE SAME RATING AS THE ORIGINAL. USING A DIFFERENT BULB COULD CAUSE THE FIXTURE TO OVERHEAT AND MELT OR SHORT CIRCUIT.

Check all below deck wiring to be sure it is properly supported, that the insulation is sound, and that there are no loose or corroded terminals. Corroded terminals should be thoroughly cleaned with sandpaper, or replaced, tightened securely and sprayed with a metal and electrical protector. Inspect all engine wiring.

Check the electrolyte level in the batteries regularly and add distilled water as necessary. If the batteries are frequently charged by the automatic battery charger, the electrolyte level will have to be checked more often. The correct fluid level in the cells is usually approximately 1/4 to 1/2 inch above the plates. If fluid is needed, fill to the proper level with distilled water. **Do not over fill!**

Please note that some batteries are sealed and cannot be filled. Keep the battery tops clean and dry. Dirt and water can conduct electricity from one post to the other causing the battery to discharge.

The battery posts should be kept free of corrosion. **Wing nut connections should not be used to attach battery cables.** Remove the cables and clean the posts and cable clamps with a battery post cleaner or sandpaper as required. Coating the battery posts and cable clamps with petroleum jelly or silicone grease will protect them and reduce corrosion. Battery cables, both positive and ground, must be replaced when they show signs of corrosion or fraying. Deteriorated cables cause a considerable voltage loss when high currents are drawn, as for starting the engine.

NEVER USE AN OPEN FLAME IN THE BATTERY STORAGE AREA. AVOID STRIKING SPARKS NEAR THE BATTERY. A BATTERY CAN EXPLODE IF A FLAME OR SPARK IGNITES THE HYDROGEN GAS THE BATTERY EMITS WHILE BEING CHARGED.

AC ELECTRICAL SYSTEM MAINTENANCE

Periodically inspect all wiring for nicks, chafing, brittleness, improper support, etc. Examine the shore power cord closely for cracks in the insulation and corrosion in electrical connectors. Spraying receptacles and electrical connections with an electrical contact cleaner or a metal and electrical protector will reduce corrosion and improve electrical continuity.

Inspect all wiring for proper support, sound insulation, and tight terminals, paying particular attention to portable appliance cords and plugs.

The entire AC circuitry, especially the shore power cord, should be seasonally tested for proper continuity by an experienced electrician. This will detect any shorts, open wires or ground faults. Ground fault interrupters should be tested periodically to ensure proper operation by pressing the test/reset buttons in the center of face plate. The polarity indicator system also should be inspected for proper operation.

CORROSION ALLOWED TO BUILD ON THE ELECTRICAL CONNECTORS CAN CAUSE A POOR CONNECTION RESULTING IN SHORTS, GROUND FAULTS OR POOR GROUND CONNECTIONS. ELECTRICAL CONNECTORS SHOULD BE CHECKED AT LEAST ANNUALLY AND CLEANED AS REQUIRED. DO NOT ALLOW CORROSION TO BUILD ON CONNECTIONS.

THE AC AND DC ELECTRICAL SYSTEMS ALWAYS SHOULD BE DISCONNECTED FROM THE POWER SOURCE BEFORE INSPECTING OR SERVICING THE SYSTEM. NEVER SERVICE ANY COMPONENT OF AN ELECTRICAL SYSTEM WHILE IT IS ENERGIZED.

Operator Notes

Chapter 5:
PLUMBING SYSTEMS

5.1 Fresh Water System

GENERAL

The fresh water system consists of a potable water tank, distribution lines and a distribution pump. The pump is equipped with an automatic pressure switch and is located in the stern bilge. An in-line strainer located near the pump protects the system from debris. The tank is filled through a labeled deck plate located on the gunwale.

DO NOT FILL THE SYSTEM WITH ANYTHING OTHER THAN WATER. SHOULD THE SYSTEM BECOME CONTAMINATED WITH FUEL OR OTHER TOXIC FLUIDS, COMPONENT REPLACEMENT MAY BE NECESSARY.

DO NOT CONFUSE FUEL FILL DECK PLATES WITH THE WATER OR WASTE FILL DECK PLATES. THESE PLATES ARE ALSO LABELED ACCORDINGLY. IF GASOLINE OR DIESEL IS ACCIDENTALLY PUMPED INTO THE WATER OR WASTE TANK, DO NOT ATTEMPT TO PUMP IT OUT YOURSELF. WATER AND WASTE PUMPS ARE NOT DESIGNED TO PUMP FUEL AND A FIRE OR EXPLOSION COULD RESULT. HAVE THE FUEL PROFESSIONALLY REMOVED AND THE COMPONENTS OF THE FRESH WATER SYSTEM REPLACED AS NECESSARY.

OPERATION

Fill the water supply tank slowly through the labeled deck plate. After filling the water tank, activate the spray nozzle. The water pressure breaker on the DC panel in the head compartment should be "ON." Allow the pump to run until all of the air is purged from the system and a steady stream of water is flowing from the sprayer. Next, turn off the sprayer. As the pressure builds, the pump will automatically shut off.

When properly primed and activated, the water system will operate much like the water system in a home. An automatic pressure sensor keeps the system pressurized. If the system has been recently filled or has not been used for an extended period, air bubbles may accumulate at the pump and the system may have to be reprimed.

The fresh water system is equipped with a strainer located in the bilge near the pump. The strainer should be inspected periodically and cleaned at least once a year.

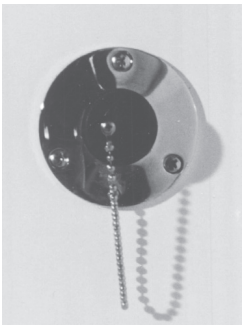
DO NOT ALLOW THE FRESH WATER PUMP TO RUN DRY. THE FRESH WATER PUMP WORKS ON DEMAND AND WILL NOT SHUT OFF AUTOMATICALLY WHEN THE TANK IS EMPTY. THIS CAN RESULT IN DAMAGE TO THE PUMP. ALWAYS TURN THE WATER PRESSURE SWITCH "OFF" WHEN THE FRESH WATER SYSTEM IS NOT IN USE.

5.2 Raw Water Washdown

In the raw or sea water systems, all water pumps are supplied by hoses connected to ball valves and thru-hull fittings located in the bilge. Always make sure the ball valves are open before attempting to operate any component of the raw water system. 12-volt pumps supply sea water to most of the various accessories.

OPERATION

A high pressure pump, controlled by a pressure sensor, supplies the raw water hose connector located in the cockpit. The pump is activated by the washdown switch located in the cockpit. This switch should be turned to the "ON" position just before using the washdown and be turned to the "OFF" position when the washdown is not in use.



Washdown Hose Connector (Typical)

When activated, the pressure switch will automatically control the pump. As the pressure builds in the washdown hose, the pump will shut off. When the washdown hose is in use and the pressure drops, the pump will turn on.

The raw water washdown system is equipped with a sea strainer on the intake side of the pump located in the bilge behind the stern access hatch. This should be checked frequently and cleaned as necessary.

PRIMING THE SYSTEM

Make sure the ball valves are open. Open the hose connector for the raw water washdown and activate the pressure pump by turning the washdown pump switch to the "ON" position. Run the pump until all of the air is purged from the system and then turn the switch off. Turn the livewell switch to the "ON" position. Run the pump until all of the air is purged from the system and then turn the switch to the "OFF" position. Closing the thru-hull ball valves before the boat is hauled from the water will help to eliminate air locks in raw water systems.

It may be necessary to reprime the raw water system if the system is not used for an extended period and at the time of launching.

ALWAYS TURN THE RAW WATER PUMP SWITCH TO THE "OFF" POSITION WHEN LEAVING THE BOAT UNATTENDED.

DO NOT RUN THE HIGH PRESSURE PUMP DRY FOR EXTENDED PERIODS AS DAMAGE TO THE PUMP WILL RESULT.

5.3 Livewell

Sea water is provided to the livewell by a 12-volt pump. This pump is designed to carry a constant flow of water to the livewell. The pump is activated by the livewell switch in the cockpit. An overflow built into the livewell automatically controls the water level in the livewell. Always turn the pump off at the switch panel when the livewell is not in use.

The livewell pump is equipped with a sea strainer on the intake side of the pump located in the bilge below the access hatches in the splashwell. This should be checked frequently and cleaned as necessary.

To fill the livewell, insert the plug into the drain fitting at the bottom of the livewell. Make sure the valve at the intake thru-hull fitting is open and activate the livewell switch. When the water level reaches the overflow, it will begin to circulate.

To drain the livewell, turn off the livewell pump and pull out the plug in the drain fitting at the bottom of the livewell. When the livewell has completely drained, use the washdown hose to flush the livewell and drain debris.

The livewell supply thru-hull valve should be closed whenever the livewell is not in use. This will prevent water from entering the livewell while the boat is cruising.

DO NOT USE THE LIVEWELL AS A DRY STORAGE AREA WHEN IT IS NOT IN USE. SEAWATER COULD ACCIDENTALLY BE DELIVERED TO THE LIVEWELL FROM THE THRU-HULL FITTING AND DAMAGE EQUIPMENT STORED THERE.

DO NOT RUN THE LIVEWELL PUMP DRY FOR EXTENDED PERIODS AS DAMAGE TO THE PUMP WILL RESULT.

5.4 Drainage

GENERAL

All water is drained by gravity to overboard thru-hull fittings located in the hull sides above the waterline. Some of the drain thru-hull fittings are equipped with ball valves that are always open under normal operating conditions. In the event of an emergency, the valves can be closed to prevent sea water from entering the boat through the drainage system. It is important to check and operate the drain valves at least monthly to make sure they are in good condition and operating properly. You also should check the drain system frequently to ensure it is free flowing and that the hoses on the thru-hull fittings are secure and not leaking.

SITUATIONS REQUIRING ONE OR MORE DRAIN VALVES TO BE CLOSED CAN BE POTENTIALLY DANGEROUS TO THE BOAT AND YOUR CREW. IF THIS OCCURS, DISTRIBUTE PERSONAL FLOTATION DEVICES TO THE CREW AND TAKE ALL NECESSARY SAFETY PRECAUTIONS, INCLUDING NOTIFYING THE COAST GUARD, UNTIL THE PROBLEM IS FOUND AND CORRECTED.

COOLER AND COMPARTMENT DRAINAGE

The cooler drains overboard through the cockpit drain system. The forward fishboxes and center storage compartment drain overboard through fittings in the hull sides.

COCKPIT DRAINS

Your Pursuit has two scupper drains located in the rear of the cockpit. Water is channeled away from all hatches by a gutter or drain rails. The water then drains overboard through the scupper drains. Check the drain system frequently to ensure it is free flowing and that the hoses on the thru-hull fittings are secure and not leaking.

T-TOP DRAINS

There is a hole drilled in one of the leg bases to prevent water from being trapped within the leg and provide a wire chase for accessories. A small hole is drilled in the tubing at the base of the other legs, which are not drilled for a wire chase, that allows water to drain.

BILGE DRAINAGE

The rear bilge pump and automatic switch are located near the transom, below the engine splashwell; and the forward pump and automatic switch are located in the bilge behind the access hatch in the head compartment. All bilge pumps pump water out of thru-hulls located above the waterline in the hull.

Bilge Pump

Each bilge pump system consists of two pumps and an automatic float switch. The float switch activates one pump that is fully automatic. There is no manual switch for this pump. "Push to reset" breakers near the battery switches activate the automatic float switches. Current is supplied whenever the batteries are connected.

The bilge pump switch in the helm activates the manual bilge pump. The float switch does not activate it automatically. The manual switch is supplied current when the house battery switch is activated. It is protected by a breaker on the helm.

THE MANUAL BILGE PUMP SHOULD BE ACTIVATED BRIEFLY EACH TIME THE BOAT IS USED. THIS WILL ENSURE THAT IT IS OPERATING PROPERLY. THE AUTOMATIC SWITCH SHOULD BE MANUALLY ACTIVATED TO VERIFY OPERATION.

Note: See Electrical Systems for additional information on bilge pump operation.

When the boat is out of the water, the bilge can be drained by a thru-hull drain located in the transom near the bottom of the hull. It is important to check the drain plug regularly to make sure it is tight.

Any oil spilled in the bilge must be thoroughly removed and properly disposed of before operating the bilge pump. The discharge of oil from the bilge is illegal and subject to fine.

A LOOSE DRAIN PLUG WILL ALLOW SEA WATER TO ENTER THE BILGE AND COULD CAUSE THE BOAT TO SINK. IT IS VERY IMPORTANT TO CHECK THE DRAIN PLUG FREQUENTLY TO ENSURE IT IS PROPERLY TIGHTENED.

THE FEDERAL WATER POLLUTION CONTROL ACT PROHIBITS THE DISCHARGE OF OIL OR OILY WASTE INTO OR UPON THE NAVIGABLE WATERS OF THE UNITED STATES OR THE WATERS OF THE CONTIGUOUS ZONE IF SUCH DISCHARGE CAUSES A FILM OR SHEEN UPON, OR A DISCOLORATION OF THE SURFACE OF THE WATER, OR CAUSES A SLUDGE OR EMULSION BENEATH THE SURFACE OF THE WATER. VIOLATORS ARE SUBJECT TO A PENALTY OF $10,000.

CERTAIN BULKHEAD AREAS ARE SEALED IN ACCORDANCE WITH U.S. COAST GUARD REGULATIONS THAT WERE IN EFFECT AT THE DATE OF MANUFACTURE OF THE BOAT. ANY MODIFICATIONS TO THESE BULKHEADS SHOULD BE IN ACCORDANCE WITH THE U.S. COAST GUARD REGULATIONS.

FISHBOX

The fishbox below the cockpit floor is drained overboard by a macerator pump-out system. The macerator is activated by a momentary switch located in a switch panel in the cockpit below the gunwale. The fishboxes should be flushed out and cleaned after each use. The macerator discharge pump can only be run dry for a few seconds. Allowing the macerator pump to run after the fishbox is empty may cause damage to the pump.

LIVEWELL DRAINS

The livewell drains by gravity to overboard thru-hulls located in the hull sides just above the waterline. The overflows in the livewell also drain into the overboard drains.

ROPE LOCKER DRAINS

The rope locker drains overboard through a special drain fitting located in the hull side at the bottom of the rope locker. It is important to inspect the drain frequently to remove any accumulated debris.

HEAD COMPARTMENT DRAINS

The head sink drains by gravity to a sump pump. The sump system is located in the bilge and accessed through a hatch in the head compartment. An automatic float switch in the sump controls the pump. The pump is protected by the sump pump circuit breaker in the cabin DC panel. The sump has a removable hatch to allow the system to be inspected and serviced. It is essential that the sump system be inspected periodically and any accumulated debris removed.

The drain thru-hull fitting for the sump pump is equipped with a ball valve that is always open under normal operating conditions. In the event of an emergency, the valve can be closed to prevent seawater from entering the boat through the shower sump system. The drain valve for the sump pump is located on the port side of the center bilge compartment. It is important to check and operate the valves at least annually to make sure they are in good condition and operating properly. Please review the drainage schematic to become familiar with the location of the sump pump and gravity drain thru-hull valves.

5.5 Plumbing Systems Maintenance

WATER SYSTEMS

Information supplied with water system components, by the equipment manufacturers, is included with this manual. Refer to this information for additional operation and service data.

The following items should be done routinely to maintain your fresh water system:

- Remove the filter screens from the faucet spouts and eliminate any accumulation of debris. A build-up of debris can cause the pump to cycle excessively.

- The fresh water system is equipped with a strainer located on the intake line near the pump. This should be checked at least annually and cleaned as necessary.

- Periodically spray the pumps and metal components with a metal protector.

- The batteries must be properly maintained and charged. Operating the pressure pump from a battery with a low charge could lead to pump failure.

- Add a commercially available potable water conditioner to the water tank to keep it fresh.

THE FRESH WATER SYSTEM SWITCH SHOULD BE PLACED IN THE "OFF" POSITION WHENEVER LEAVING THE BOAT UNATTENDED OR WHEN THE FRESH WATER SYSTEM IS NOT IN USE.

The following items should be done routinely to help maintain your raw water system:

- Check hoses, particularly the sea water supply lines, for signs of deterioration.

- Remove and clean the sea water strainers for the livewell, air conditioner and washdown pump, as needed.

- Spray pumps and thru-hull valves with a protective oil periodically.

- The fishboxes and livewells should be drained and cleaned after each use.

- Operate all thru-hull valves at least once a month to keep them operating properly.

SHOULD A HOSE RUPTURE, TURN THE PUMP OFF IMMEDIATELY. ALWAYS CLOSE THE THRU-HULL VALVE WHEN PERFORMING MAINTENANCE ON A SEA WATER PUMP.

THE BATTERIES MUST BE PROPERLY CHARGED. OPERATING ANY PUMPS FROM A BATTERY WITH A LOW CHARGE MAY LEAD TO A PUMP FAILURE.

THE FRESH AND RAW WATER SYSTEM MUST BE PROPERLY WINTERIZED PRIOR TO WINTER LAY-UP. SEE THE SECTION ON WINTERIZING.

DRAINAGE SYSTEMS

It is essential that the following items be done periodically to maintain proper drainage of your boat:

- Clean the cockpit drain rails with a hose to remove debris that can block water drainage.

- Clean the hardtop leg drain holes. This is especially important just before winter lay-up.

- Clean the bilge pump and automatic float switch strainers of debris and check the bilge for foreign material that can cause the automatic switch to malfunction.

- Frequently test the rear automatic bilge pump switch for proper operation. This is accomplished by turning the test knob on the side of the switch until the pump is activated. You can also use a garden hose to flood the bilge until the water level is high enough to activate the pump.

- Flush all gravity drains with fresh water to keep them clean and free flowing.

- Clean and inspect the shower and sink drain sump system. Remove accumulated debris and flush with fresh water. Frequently test the automatic pump switch for proper operation.

- Clean and flush the fishbox and cooler/storage boxes with soap or a bilge cleaner and fresh water after each use to keep them clean and fresh.

- Operate the thru-hull valves once a month and service as required.

- Check the drain system frequently to ensure it is free flowing and that the hoses on the thru-hull fittings are secure and not leaking.

ALL DRAINS AND PUMPS MUST BE PROPERLY WINTERIZED BEFORE WINTER LAY-UP.

NEVER USE HARSH CHEMICAL DRAIN CLEANERS IN MARINE DRAIN SYSTEMS. PERMANENT DAMAGE TO THE HOSES AND FITTINGS MAY RESULT.

Operator Notes

Chapter 6:
VENTILATION SYSTEM

6.1 Bilge Compartment Ventilation

A flow of air into the bilge compartment is provided by four vents located on either side of the cockpit, under the gunwale boards. This provides adequate air movement in the bilge compartment.

6.2 Head Compartment Ventilation

Ventilation to the head compartment is provided by an opening port window.

PORT LITES
The port lites are secured by adjustable dogs. The dogs should be adjusted so they are tight enough to seal the windows in the closed position, but not so tight that they are difficult to latch. The dogs are adjusted by turning a screw. This screw increases or decreases the pressure on each dog. The screen must be removed prior to closing the port lite to ensure a water resistant seal.

6.3 Carbon Monoxide and Proper Ventilation

The Safety Equipment chapter in this manual contains important information on carbon monoxide. Read the section entitled "Carbon Monoxide" in the Safety Equipment chapter of this Owner's Manual.

6.4 Maintenance

- Periodically lubricate all hinges and latch assemblies with a light oil.
- Periodically clean and coat gasket materials with silicone to help keep them pliable.
- The opening port windows are made of acrylic plastic. Acrylic plastic scratches easily. Never use a dry cloth or glass cleaning solutions on acrylic plastic. Use a soft cloth and mild soap and water for routine cleaning. Solvents and products containing ammonia can permanently damage acrylic plastic. Please refer to the Routine Maintenance chapter for more information on the proper maintenance for acrylic plastic.

Operator Notes

Chapter 7:
EXTERIOR EQUIPMENT

7.1 Deck

RAILS AND DECK HARDWARE

The rail system and hardware fittings have been selected and installed to perform specific functions. Fenders or mooring lines should be secured to the cleats and not to rails or stanchions. Mooring lines should be secured to the cleats. Be sure a clear lead exists when running dock lines or anchor lines. A line inadvertently run around a stanchion or over the rail could cause damage.

ALL FITTINGS MUST BE PERIODICALLY INSPECTED FOR LOOSE FIT OR WEAR AND DAMAGE. ANY PROBLEMS SHOULD BE CORRECTED IMMEDIATELY.

PURSUIT BOATS ARE NOT EQUIPPED WITH HARDWARE DESIGNED FOR TOWING PURPOSES. THE MOORING CLEATS ARE NOT TO BE USED FOR TOWING ANOTHER VESSEL OR HAVING THIS BOAT TOWED.

BOW PULPIT AND ROLLER

The bow pulpit is built into the hull and is equipped with a roller assembly that allows the anchor to be operated and stored at the pulpit. The pulpit roller is designed for a Delta® plow or a Danforth® style anchor. A chain binder is provided on the deck near the pulpit to secure the anchor. **Always make sure the anchor chain is secured by the chain binder before getting under way.**

ANCHOR/ROPE LOCKER

The anchor locker is in the bow of the boat and accessed through a hatch in the deck.

The anchor locker is drained by a thru-hull fitting in the hull side near the bottom of the locker. It is very important to check the drain frequently to make sure it is clean and free flowing.

THE ANCHOR MUST BE POSITIONED SO IT DOES NOT REST AGAINST THE HULL SIDES AND BE PROPERLY SECURED AT ALL TIMES WHEN IT IS STORED IN THE ANCHOR LOCKER. A LOOSE ANCHOR IN THE ANCHOR LOCKER WILL BOUNCE AND CAN DAMAGE THE BOAT. DAMAGE RESULTING FROM THE ANCHOR BOUNCING IN THE ANCHOR LOCKER IS NOT COVERED BY THE PURSUIT WARRANTY.

WINDLASS (Optional)

The optional windlass is mounted to the deck near the rear of the pulpit above the rope locker. The anchor is stored on the pulpit and is raised and lowered by the windlass. The anchor line is stored in the rope locker and routed out through the windlass to the anchor chain.

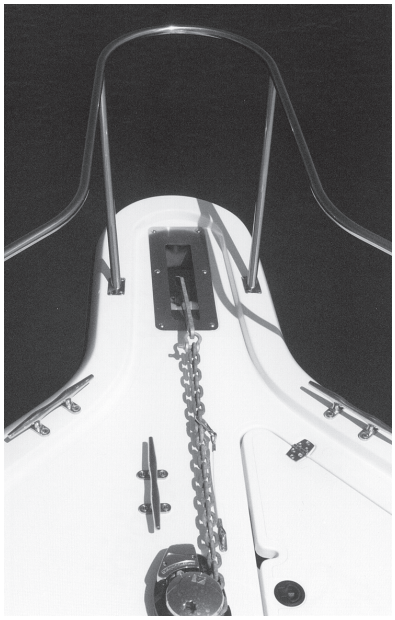
The anchor is lowered by releasing the anchor from the cleat or chain binder on the pulpit and operating a "DOWN" control at the helm.

AFTER THE ANCHOR IS SET, THE WINDLASS MUST NOT BE LEFT TO TAKE THE ENTIRE FORCE FROM THE ANCHOR LINE. THE LINE SHOULD BE MADE FAST TO THE ANCHOR LINE CLEAT TO RELIEVE THE LOAD ON THE WINDLASS.

Boats lying to their anchor in a high swell or heavy weather conditions will snub on the line. This can cause slippage or apply excessive loads to the windlass.

The windlass should not be used as a winch to move the boat over the anchor. The boat should be moved under its own power to the anchor and to break the anchor loose.

DO NOT USE A WINDLASS AS A SOLE MEANS OF SECURING AN ANCHOR IN THE BOW PULPIT. ALWAYS SECURE THE ANCHOR LINE TO A CLEAT OR CHAIN BINDER BEFORE OPERATING YOUR BOAT.



Anchor Chain Properly Secured For Travels

The anchor is hauled in by releasing the line from the bow cleat and operating the "UP" control at the helm. Once the anchor is retrieved, independently secure the anchor to the chain binder or a cleat to prevent it from being accidentally released. This is especially important while the boat is under way.

The windlass manufacturer provides an owner's manual with its product.

A WINDLASS MUST BE USED WITH CARE. IT IS EXTREMELY IMPORTANT THAT YOU READ THE OWNER'S MANUAL AND BECOME FAMILIAR WITH THE SAFETY INSTRUCTIONS AND PROPER OPERATION OF THE WINDLASS BEFORE USING IT WITH YOUR BOAT. ALWAYS ENSURE THAT LIMBS, FINGERS, HAIR AND CLOTHING ARE KEPT CLEAR OF THE WINDLASS AND ANCHOR LINE DURING OPERATION.

7.2 Hull

SWIM PLATFORM

Your Pursuit is equipped with an integral swim platform and engine mounting system located in the stern of the boat. There are inspection deck plates in the splashwell to provide access to the stern bilge and engine mounting bolts. An access panel on the port side of the platform provides access to the port rear bilge and the port trim tab line. Always make sure these plates are secure before operating your boat. There is also a hatch on the port side that provides access to the fuel filters. Always make sure these plates and hatches are secure before operating your boat.

BOARDING LADDER

The boarding ladder is mounted to the rear of the stern bait and tackle rigging station when it is in the stored position. To use the ladder, remove it from the storage clips and slide the studs into the special bracket on the port side of the transom. The ladder floats and must be secured in the boarding position by turning the cam lock on the ladder so it catches the bottom of the transom ladder bracket. The ladder must be removed from the transom bracket and properly secured to the storage clips before starting the engine(s).

MOVING PROPELLERS ARE DANGEROUS. THEY CAN CAUSE DEATH, LOSS OF LIMBS, OR OTHER SEVERE INJURY. DO NOT USE THE SWIM PLATFORM OR SWIM LADDER WHILE THE ENGINE(S) ARE RUNNING. STOP THE ENGINE(S) IF DIVERS OR SWIMMERS ARE ATTEMPTING TO BOARD. ALWAYS REMOVE AND PROPERLY STORE THE LADDER BEFORE STARTING THE ENGINE(S).

7.3 Cockpit

IN CERTAIN CONDITIONS, OPEN EXTERIOR DOORS AND HATCHES THAT ARE NOT SECURED PROPERLY CAN SLAM CLOSED UNEXPECTEDLY AND CAUSE INJURY TO PASSENGERS OR DAMAGE TO THE BOAT. MOST DOORS AND HATCHES ARE EQUIPPED WITH SPECIAL FASTENERS, HATCH LIFTERS, OR SNAPS AND/OR STRAPS, TO SECURE THEM IN THE OPEN POSITION. ALWAYS MAKE SURE THAT THESE HATCHES AND DOORS ARE PROPERLY SECURED WHENEVER THEY ARE IN THE OPEN POSITION.

LEANING POST AND TACKLE STATION

The leaning post is equipped with adjustable power seats. An electric ram activated by a switch on the leaning post at each seat moves the seat forward or backward. The seat is in the leaning post position when it is in the aft position and can be used as a seat when it is adjusted forward. Always make sure the seat is in the full aft position before opening the helm.

There are two tackle lockers built into the rear of the leaning post. The tackle station doors can be locked to secure the tackle lockers when the boat is unattended.

Leaning Post and Tackle Station

STERN BAIT AND TACKLE RIGGING STATION

The stern bait and tackle rigging station is equipped with a transom door, sink, livewell, cutting board and rigged bait storage unit. The sink is plumbed to the fresh water system and drains overboard. The three drawer bait storage unit is equipped with special drawers that can be cooled with ice. The bait storage unit is insulated and drains overboard. The livewell is supplied by a raw water circulating pump and drains overboard. Refer to the Plumbing Systems chapter for additional information on the livewell.

Stern Bait Rigging Station

BELOW DECK FISHBOX

A fish box is located in the stern below the cockpit sole.

The fish box is drained by a macerator pump located in the bilge and activated by a momentary switch in the rear of the cockpit near the stern bait and tackle rigging station. A momentary switch is used because the pump will be damaged if it is allowed to run dry for more than 30 seconds. The fishbox should be pumped out and cleaned after each use. Refer to the Plumbing Systems chapter for more information on the fishbox drainage.

TRANSOM DOOR

A transom door is incorporated into the rigging station and livewell. The transom door should only be operated when the boat is not in motion. The door must be latched in either the full "OPEN" or full "CLOSED" position. Never leave the transom door unlatched.

THE TRANSOM DOOR SHOULD BE CLOSED AND PROPERLY LATCHED WHENEVER THE ENGINE(S) ARE RUNNING. NEVER OPEN THE TRANSOM DOOR WHILE UNDERWAY OR IN ROUGH SEA CONDITIONS. IN CERTAIN SITUATIONS, AN OPEN TRANSOM DOOR COULD ALLOW A SUBSTANTIAL AMOUNT OF WATER TO ENTER THE COCKPIT CREATING A POTENTIALLY DANGEROUS CONDITION. OPERATING THE BOAT UNDER POWER WITH THE TRANSOM DOOR/ GATE OPEN MAY ALLOW PERSONS TO FALL OVERBOARD AND INTO BOAT PROPELLERS OR TO BE LOST IN OPEN WATER.

PERIODICALLY INSPECT THE TRANSOM DOOR FITTINGS FOR WEAR, DAMAGE OR LOOSE FIT. ANY PROBLEMS SHOULD BE INSPECTED AND CORRECTED IMMEDIATELY.

CONSOLE COOLER

A molded insulated cooler is installed under the front seat of the console. The cooler should be cleaned thoroughly after each use.

STORAGE COMPARTMENT

There are two fishboxes located on each side of the cockpit and a center storage compartment below the cockpit sole in the bow of the boat. The center compartment provides access to the holding tank and has additional room for storage. The hatch is equipped with a gas hatch lifter and a drain rail with scuppers that drain overboard though fittings in the hull sides.

ROD LOCKERS

There are two lockable rod lockers located in the bow, above the port and starboard storage compartments. The lockers are designed to store three rods each and are equipped with straps to secure the rods during boat operation. Always make sure the rods are properly secured in the storage racks before operating the boat.

7.4 T-Top

The T-top is made of welded anodized aluminum and is designed to accommodate radio antennas, radar antennas and navigation lights. It is equipped with an overhead storage compartment for life jackets and other soft, light items and an overhead light activated by a switch in the helm. It could also be equipped with optional outriggers and/or rod holders.

The T-top is not designed to support the additional weight of items like an instrument locker or a life raft. Radar and electronics antennas must be mounted near the center section of the T-top in the area above the legs.

Do not mount any antennas or equipment to the brow area forward of the front legs or to the rear of the top. The T-top is not design to support the weight of accessories in these areas.

The warranty for the T-top will be void if the top is modified in any way or heavy accessories like life rafts or electronics lockers are mounted to the top. Additionally, if items like radar antennas, spotlights and other accessories are mounted in the wrong location, the warranty could be void. If you intend to add equipment or make modifications to the T-top, you should contact Pursuit Customer Relations to make sure the equipment you would like to add or the intended modification will not void the warranty on the T-top.

If an after market T-top is installed, it must be designed with front legs that are bolted to the console on either side of console seat and the rear legs bolted to the cockpit sole at the rear of the console. There are aluminum plates or wood reinforcement in the laminate in these areas for securing the T-top leg bases. Both front and rear legs should also have brackets that are thru-bolted to the console just below the windshield to provide additional stiffening for the T-top. If you intend to install an after market T-top on your boat, please contact your dealer or Pursuit Customer Relations.

7.5 Tower (Dealer Installed)

Your boat could be equipped by your dealer or a fabricator with a field installed aluminum tower. Towers are normally equipped with full engine controls, compass, engine alarms, restart buttons and tachometers. This allows for complete operation of the boat from the tower.

TO PREVENT GEL CRACKING OR DAMAGE TO GUNWALES OR DECKS, SUPPORT EXTENDING TO THE STRINGERS MAY BE REQUIRED. FIBERGLASS DAMAGE DUE TO THE AFTERMATH INSTALLATION OF A TOWER IS NOT COVERED BY THE PURSUIT LIMITED WARRANTY.

EQUIPPING A BOAT WITH A TOWER MAY REQUIRE INSTALLATION OF LOWER PITCH PROPS TO COMPENSATE FOR THE WIND RESISTANCE AND WEIGHT OF THE TOWER.

Operator Notes

Chapter 8:
INTERIOR EQUIPMENT

8.1 Head Compartment

The head compartment is equipped with a sink and a hot and cold faucet that converts to a shower by pulling the faucet out of the base. A special seat folds down over the toilet to make showering more comfortable.

An opening port light above the sink provides daylight and ventilation. There is also a 12-volt overhead light. An AC G.F.I. duplex outlet is provided by the sink.

MARINE HEAD SYSTEM

Your boat is equipped with a VacuFlush marine head system as standard equipment. VacuFlush systems use a small amount of water and vacuum which is generated by the 12-volt vacuum pump to flush. The toilet is connected to the pressurized fresh water system. Using fresh water results in less odor in the head compartment.

To use the toilet, make sure the "Electric Head" switch on the cabin DC breaker panel is on. Then add water to wet the bowl by depressing the foot activated flush lever slightly until the desired water level is reached.

Flush the toilet by activating the flush lever all the way for approximately three seconds or until contents clear the bowl. A sharp popping noise is normal when the vacuum seal is broken and flushing action begins. It is also normal for a small amount of water to remain in the bowl after flushing.

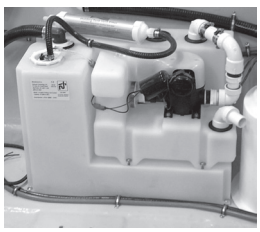
The waste is transferred into the holding tank where it remains until it is pumped out by a waste dumping station or the overboard macerator discharge system. The waste moves through a one-inch opening in the toilet base. Incoming air fragments the waste as it passes through the base opening. This process eliminates the need for macerators or mechanical motors in the toilet base. When the tank is full, the tank monitor will show full and the vacuum pump will not run.

The vacuum generator is mounted on the holding tank and contains stored vacuum. System vacuum is monitored by a vacuum switch which is located on the vacuum generator tank. When the switch senses a drop in vacuum in the system, it automatically signals the pump to energize and bring the vacuum back to operating level. This process is normally completed in less than two minutes.

It is normal for the stored vacuum to leak down slightly between flushes, causing the vacuum pump to run for a short period. The pump should not run more than once every three hours after the last flush for recharging the system. A holding tank fluid level monitor and macerator pump-out switch is located in a panel near the toilet. Please refer to the head manufacturer owner's manual for more information on the operation of the marine head system.

HOLDING TANK

The holding tank is located in the compartment behind the center storage hatch. Monitor the waste level in the holding tank and have it pumped out before it is completely full. If the holding tank is allowed to overfill, the waste will overflow out the tank vent and then overboard.



Holding Tank

EMPTYING THE HOLDING TANK

When the holding tank is full it must either be pumped out by an approved waste dumping station through the waste deck fitting or be pumped overboard with the macerator discharge pump, when legal to do so.

To operate the macerator pump, open the ball valve at the thru-hull fitting behind the center bilge access hatch in the head compartment. Then activate the macerator switch until the tank is emptied. Release the switch and close the discharge ball valve when pumping is complete.

THE MACERATOR DISCHARGE PUMP CAN ONLY BE RUN DRY FOR A FEW SECONDS. ALLOWING THE MACERATOR PUMP TO RUN AFTER THE HOLDING TANK IS EMPTY MAY CAUSE DAMAGE TO THE PUMP.

IN SOME WATERS YOU CAN BE FINED FOR HAVING AN OPERABLE DIRECT OVERBOARD DISCHARGE OF WASTE. TO AVOID A FINE, REMOVING THE SEACOCK HANDLE, IN THE CLOSED POSITION, OR OTHER MEANS MUST BE USED.

MAINTENANCE

The head should be cleaned and inspected for leaks regularly. Periodically add chemical to the head to help control odor and to chemically break down the waste. See the manufacturer owner's manual for additional operating and maintenance information.

THE HEAD AND MACERATOR DISCHARGE SYSTEMS MUST BE PROPERLY WINTERIZED BEFORE WINTER LAY-UP. SEE THE SECTION ON WINTERIZING.

8.2 Head Compartment Features

VANITY AND SINK

The head compartment has a vanity that is equipped with a sink and a faucet. The holding tank monitor and macerator pump out switch is also located in the vanity.

The counters may be made of Corian® and should be cared for much as you would your Corian® counters in your home. Please read the Corian® Surfaces section of the Routine Maintenance Chapter.

Electrical Panel and Towel Rack

A door in the vanity provides access to the storage area below the sink and the sink plumbing. The head floor has a drain connected to a sump pump in the center bilge behind the access hatch in the rear head bulkhead. An opening port light above the sink provides daylight and ventilation. There is also a 12-volt overhead light in the ceiling above the sink.

AC AND DC ELECTRICAL PANEL

The AC and DC breaker panels are located on the aft bulkhead. They are mounted in a compartment behind an acrylic door. Most of the AC and DC electrical equipment on the boat is activated by the breakers in the panel or by switches activated by the breakers. The AC G.F.I. duplex outlet and the stereo are located near the breaker panel.

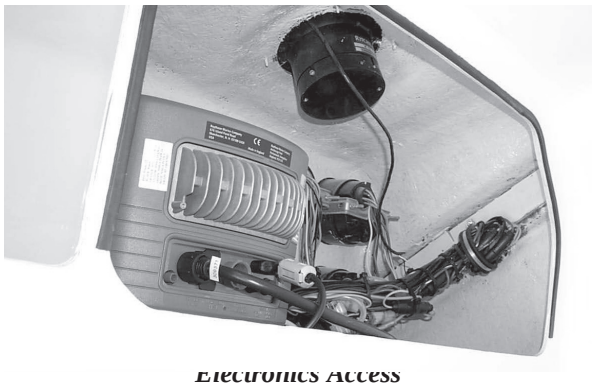
TOWEL RACK

A towel rack is located on the aft bulkhead next to the electrical breaker panel. It is equipped with an acrylic door and is designed to hold toilet paper, paper towels, towels and other items typically stored in the head compartment.

There is a compartment behind the towel rack that is designed for helm and electronics component access. The battery charger is also located in this compartment. It is accessed by removing the towel rack compartment from the bulkhead.

ELECTRONICS ACCESS

There are two mirrors mounted on the aft bulkhead near the ceiling. The mirrors can be removed to provide access to the back helm electronics panel for installing and servicing electronics.



Electronics Access

BILGE ACCESS HATCH

A hatch near the floor in the aft bulkhead provides access to the center bilge and the equipment mounted there. The bilge pump, shower drain sump pump, and the macerator overboard discharge thru-hull valve are among the equipment accessed through this hatch. There is also access to the bilge below the bottom step in the head compartment.

HANGING LOCKER

A hanging locker is located on the forward bulkhead in the head compartment between the sink and the cabin door.

8.3 Audio and Video Systems

STEREO

The stereo is located inside the console head compartment. The stereo switch in the cabin panel must be on for the stereo to operate. Refer to the stereo owner's manual. An optional satellite radio system made up of a receiver and an antenna installed on the hard top is available. Refer to the satellite radio system owner's manual.

CD CHANGER (Optional)

The CD changer is mounted inside the center console. Refer to the CD changer owner's manual.

Operator Notes

Chapter 9:
SAFETY EQUIPMENT

9.1 General

Your boat and outboard engines have been equipped with safety equipment designed to enhance the safe operation of the boat and to meet U.S. Coast Guard safety standards. The Coast Guard or state, county, and municipal law enforcement agencies require certain additional accessory safety equipment on each boat. This equipment varies according to length and type of boat and type of propulsion. Most of the accessory equipment required by the Coast Guard is described in this chapter. Some local laws require additional equipment. It is important to obtain "Federal Requirements And Safety Tips for Recreational Boats," published by the Coast Guard, and copies of state and local laws, to make sure you have the required equipment for your boating area. You should also read the book entitled "Sportfish, Cruisers, Yachts - Owner's Manual" included with this manual.

Your Pursuit could be equipped with engine alarms and cabin monitoring equipment. These systems are designed to increase your boating safety by alerting you to potentially serious problems in the primary power systems, the engine compartment, and the cabin. Alarm systems are not intended to lessen or replace good maintenance and precruise procedures.

This chapter also describes safety related equipment that could be installed on your boat. This equipment will vary depending on the type of engines and other options installed by you or your dealer.

9.2 Engine Alarms

Most outboards are equipped with an audible alarm system mounted in the helm area that monitors selected critical engine systems. The alarm will sound if one of these systems begins to fail. Refer to the engine owner's manual for information on the alarms installed with your engines.

If the alarms sounds:

- Immediately throttle the engines back to idle.
- Shift to neutral.
- Monitor the engine gauges to determine the cause of the problem.
- If necessary, shut off the engines and investigate until the cause of the problem is found.
- If the boat is equipped with water sensors in the fuel filters, be sure to check them for excessive water.

9.3 Neutral Safety Switch

Every control system has a neutral safety switch incorporated into it. This device prohibits the engines from being started while the shift lever is in any position other than the neutral position. If the engines will not start, slight movement of the shift levers may be necessary to locate the neutral position and disengage the safety cutout switch. Control or cable adjustments may be required to correct this condition should it persist. See your Pursuit dealer for necessary control and cable adjustments. Please refer to the Helm Systems chapter for more information on the neutral safety switch.

9.4 Engine Stop Switch

Your Pursuit is equipped with a engine stop switch and lanyard. When the lanyard is pulled it will engage the switch and shut off the engines.

WE STRONGLY RECOMMEND THAT THE LANYARD BE ATTACHED TO THE DRIVER AND THE STOP SWITCH WHENEVER THE ENGINES ARE RUNNING.

If the engines will not start, it could be because the lanyard is not properly inserted into the engine stop switch. Always make sure the lanyard is properly attached to the engine stop switch before attempting to start the engine.

You should carry an extra stop switch lanyard and instruct at least one other crew member on the operation of the stop switch and location of the extra lanyard.

9.5 Carbon Monoxide

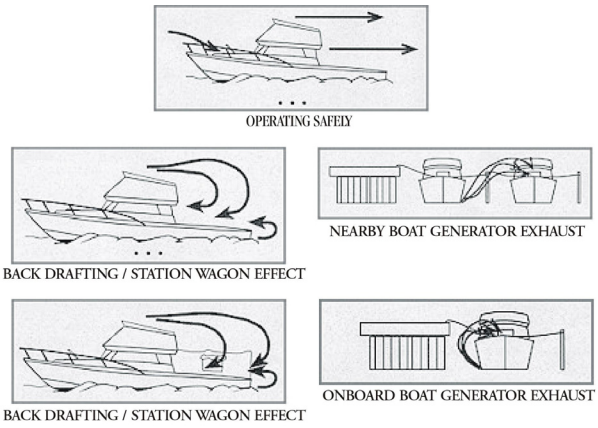
CARBON MONOXIDE IS A LETHAL, TOXIC GAS THAT IS COLORLESS AND ODORLESS. IT IS A DANGEROUS GAS THAT WILL CAUSE DEATH IN CERTAIN LEVELS.

CARBON MONOXIDE POISONING

Carbon monoxide (CO), a by-product of combustion, is invisible, tasteless, odorless and is produced by all engines and most heating and cooking appliances. It exists wherever fuels are burned to generate power or heat. The most common sources of CO on boats are gasoline engines and auxiliary generators and propane or butane stoves. These produce large amounts of CO and should never be operated while sleeping. High concentrations of CO can be fatal within minutes. Many cases of carbon monoxide poisoning indicate that while victims are aware they are not well, they become so disoriented they are unable to save themselves by either exiting the area or calling for help. Also, young children, elderly persons and pets may be the first affected. Drug or alcohol use increases the effect of CO exposure. Individuals with cardiac or respiratory conditions are very susceptible to the dangers of carbon monoxide. CO poisoning is especially dangerous during sleep when victims are unaware of any side effects.

CO POISONING PRODUCES FLU-LIKE SYMPTOMS: WATERY AND ITCHY EYES, HEADACHES AND FATIGUE. YOU CAN'T SEE IT AND YOU CAN'T SMELL IT. IT'S AN INVISIBLE KILLER.

The following are symptoms which may signal exposure to CO: dizziness, flushed face, ears ringing, headaches, tightness of chest or hyperventilation, drowsiness, fatigue or weakness, inattention or confusion, lack of normal coordination, nausea and unconsciousness. The victim's skin also may turn red. A slight build-up of carbon monoxide in the human body over several hours causes headache, nausea and other symptoms similar to food poisoning, motion sickness or the flu. Anyone with these symptoms should immediately be moved to an area of fresh air. Have the victim breath deeply and seek immediate medical attention. To learn more about CO poisoning, contact your local health authorities.


OPERATING SAFELY
BACK DRAFTING / STATION WAGON EFFECT
NEARBY BOAT GENERATOR EXHAUST
BACK DRAFTING / STATION WAGON EFFECT
ONBOARD BOAT GENERATOR EXHAUST

In certain situations, boats can have a problem due to the "station wagon effect" where engine exhaust fumes are captured in the vessel by the vacuum or low pressure area, usually the cockpit, bridge deck and cabin, that can be created by the forward speed of the boat. Boats that are underway should close all aft facing portholes, hatches and doors. The forward facing deck hatches should be open whenever possible to help pressurize the living spaces of the boat. Sleeping, particularly in aft cabins, should not be permitted while underway. Proper ventilation should be maintained on the bridge deck by opening a forward window or windshield to drive fumes away from the occupants. The canvas drop or aft curtain must be removed and the side curtains should be opened or removed to increase air flow and maintain proper ventilation whenever the engines are running.

UNDER NO CIRCUMSTANCES SHOULD THE ENGINES BE OPERATING WITH SIDE CURTAINS CLOSED AND THE AFT OR DROP CURTAIN INSTALLED.

Extreme caution must be taken while at anchor or in a slip and an auxiliary power generator is operating. Wind still nights can easily allow fumes to enter the boat. Inspect the exhaust systems of propulsion and the auxiliary generators, if installed, frequently for possible leaks. High concentrations of CO in your boat may originate from an adjacent boat. Exhaust fumes from nearby boats may enter your boat through open hatches or windows.

FAILURE TO PROPERLY VENTILATE THE BOAT WHILE THE ENGINES ARE RUNNING MAY PERMIT CARBON MONOXIDE TO ACCUMULATE WITHIN THE CABIN. CARE MUST BE TAKEN TO PROPERLY VENTILATE THE BOAT AND TO AVOID CARBON MONOXIDE FROM ACCUMULATING IN THE BOAT WHENEVER AN ENGINE IS RUNNING.

Please read the book entitled, "Sportfish, Cruisers, Yachts - Owner's Manual" included with this manual for additional information regarding the hazards and symptoms of carbon monoxide gas and carbon monoxide poisoning. If you did not receive this manual, please contact the Pursuit Customer Relations Department.

9.6 First Aid

It is the operator's responsibility to be familiar with the proper first-aid procedures and be able to care for minor injuries or illnesses of your passengers. In an emergency, you could be far from professional medical assistance. We strongly recommend that you be prepared by receiving training in basic first aid and CPR. This can be done through classes given by the Red Cross or your local hospital.

Your boat should also be equipped with at least a simple marine first-aid kit and a first-aid manual. The marine first-aid kit should be designed for the marine environment and be well supplied. It should be accessible and each person on board should be aware of its location. As supplies are used, replace them promptly. Some common drugs and antiseptics may lose their strength or become unstable as they age. Ask a medical professional about the supplies you should carry and the safe shelf life of prescription drugs or other medical supplies that may be in your first-aid kit. Replace questionably old supplies whether they have been used or not.

In many emergency situations, the Coast Guard can provide assistance in obtaining medical advice for treatment of serious injuries or illness. If you are within VHF range of a Coast Guard Station, make the initial contact on channel 16 and follow their instructions.

9.7 Required Safety Equipment

Besides the equipment installed on your boat by Pursuit, certain other equipment is required by the U.S. Coast Guard to help ensure passenger safety. Items like a sea anchor, working anchor, extra dock lines, flare pistol, life vests, a line permanently secured to your ring buoy, etc., could at some time save your passengers' lives, or save your boat from damage. Refer to the "Federal Requirements And Safety Tips For Recreational Boats" pamphlet for a more detailed description of the required equipment. You can also contact the U.S. Coast Guard Boating Safety Hotline, 800-368-5647, for information on boat safety courses and brochures listing the Federal equipment requirements. Also, check your local and state regulations.

The Coast Guard Auxiliary offers a "Courtesy Examination." This inspection will help ensure that your boat is equipped with all of the necessary safety equipment.

The following is a list of the accessory equipment required on your boat by the U.S. Coast Guard:

PERSONAL FLOTATION DEVICES (PFD's):
PFD's must be Coast Guard approved, in good and serviceable condition, and of appropriate size for the intended user. Wearable PFD's must be readily accessible, meaning you must be able to put them on in a reasonable amount of time in an emergency. Though not required, the Coast Guard emphasizes that PFD's should be worn at all times when the vessel is underway. Throwable devices must be immediately available for use. All Pursuit boats must be equipped with at least one Type I, II or III PFD for each person on board, plus one throwable device (Type IV).

VISUAL DISTRESS SIGNALS:
All Pursuit boats used on coastal waters, the Great Lakes, territorial seas, and those waters connected directly to them, must be equipped with Coast Guard approved visual distress signals. These signals are either Pyrotechnic or Non-Pyrotechnic devices.

PYROTECHNIC VISUAL DISTRESS SIGNALS:

Pyrotechnic visual distress signals must be Coast Guard approved, in serviceable condition, and readily accessible. They are marked with a date showing the service life, which must not have expired. A minimum of three are required. Some pyrotechnic signals meet both day and night use requirements. They should be stored in a cool, dry location. They include:

- Pyrotechnic red flares, hand held or aerial.
- Pyrotechnic orange smoke, hand-held or floating.
- Launchers for aerial red meteors or parachute flares.

PYROTECHNICS ARE UNIVERSALLY RECOGNIZED AS EXCELLENT DISTRESS SIGNALS. HOWEVER, THERE IS POTENTIAL FOR INJURY AND PROPERTY DAMAGE IF NOT PROPERLY HANDLED. THESE DEVICES PRODUCE A VERY HOT FLAME AND THE RESIDUE CAN CAUSE BURNS AND IGNITE FLAMMABLE MATERIAL. PISTOL LAUNCHED AND HAND-HELD PARACHUTE FLARES AND METEORS HAVE MANY CHARACTERISTICS OF A FIREARM AND MUST BE HANDLED WITH CAUTION. IN SOME STATES THEY ARE CONSIDERED A FIREARM AND PROHIBITED FROM USE. ALWAYS BE EXTREMELY CAREFUL AND FOLLOW THE MANUFACTURER'S INSTRUCTIONS EXACTLY WHEN USING PYROTECHNIC DISTRESS SIGNALS.

NON-PYROTECHNIC DEVICES:

Non-Pyrotechnic visual distress signals must be in serviceable condition, readily accessible, and certified by the manufacturer as complying with U.S. Coast Guard requirements. They include:

- **Orange Distress Flag. (Day use only)**
  The distress flag is a day signal only. It must be at least 3 x 3 feet with a black square and ball on an orange background. It is most distinctive when attached and waved from a paddle or boat hook.

- **Electric Distress Light. (Night use only)**
  The electric distress light is accepted for night use only and must automatically flash the international SOS. distress signal. Under Inland Navigation Rules, a high intensity white light flashing at regular intervals from 50-70 times per minute is considered a distress signal.

SOUND SIGNALING DEVICES:

The navigation rules require sound signals to be made under certain circumstances. Recreational vessels are also required to sound fog signals during periods of reduced visibility. Therefore, you must have some means of making an efficient sound signal.

NAVIGATION LIGHTS:

Recreational boats are required to display navigation lights between sunset and sunrise and other periods of reduced visibility (fog, rain, haze, etc.) Navigation lights are intended to keep other vessels informed of your presence and course. Your Pursuit is equipped with the navigation lights required by the U.S. Coast Guard at the time of manufacture. It is up to you to make sure they are visible, operational and turned on when required.

FIRE EXTINGUISHERS:

Pursuit Boats provides locations for two fire extinguishers on boats under 26 feet. Boats over 26 feet have provisions for up to three fire extinguishers. Boats equipped with cabins have one fire extinguisher located in the cabin and the remainder are mounted in the cockpit and helm areas. Center console boats have fire

extinguishers mounted in the vicinity of the helm and passenger cockpit. Coast Guard approved fire extinguishers are hand-portable, either B-I or B-II classification and have a specific marine type mounting bracket. It is recommended the extinguishers be mounted in a readily accessible position.

Fire extinguishers require regular inspections to ensure that:

- Seals & tamper indicators are not broken or missing.
- Pressure gauges or indicators read in the operable range.
- There is no obvious physical damage, corrosion, leakage or clogged nozzles.

Refer to the "Federal Requirements And Safety Tips For Recreational Boats" pamphlet or contact the U.S. Coast Guard Boating Safety Hotline, 1-800-368-5647, for information on the type and size fire extinguisher required for your boat.

Please refer to the information provided by the fire extinguisher manufacturer for instructions on the proper maintenance and use of your fire extinguisher.

INFORMATION FOR HALON OR AGENT FE-241 FIRE EXTINGUISHERS IS PROVIDED BY THE MANUFACTURER. IT IS ESSENTIAL THAT YOU READ THE INFORMATION CAREFULLY AND COMPLETELY UNDERSTAND THE SYSTEM, IN THEORY AND OPERATION, BEFORE USING YOUR BOAT.

BILGE AND FUEL FIRES

Fuel compartment and bilge fires are very dangerous because of the presence of gasoline in the various components of the fuel system and the possibility for explosion. You must make the decision to fight the fire or abandon the boat. If the fire cannot be extinguished quickly or it is too intense to fight, abandoning the boat may be your only option.

IF YOU FIND YOURSELF IN THIS SITUATION, MAKE SURE ALL PASSENGERS HAVE A LIFE PRESERVER ON AND GO OVER THE SIDE AND SWIM WELL UPWIND OF THE BOAT.

This will keep you and your passengers well clear of any burning fuel that could be released and spread on the water as the boat burns or in the event of an explosion. When clear of the danger, check about and account for all those who were aboard with you. Give whatever assistance you can to anyone in need or in the water without a buoyant device. Keep everyone together in a group for morale and to aid rescue operations.

GASOLINE CAN EXPLODE. IN THE EVENT OF A FUEL COMPARTMENT OR BILGE FIRE, YOU MUST MAKE THE DIFFICULT DECISION TO FIGHT THE FIRE OR ABANDON THE BOAT. YOU MUST CONSIDER YOUR SAFETY, THE SAFETY OF YOUR PASSENGERS, THE INTENSITY OF THE FIRE AND THE POSSIBILITY OF AN EXPLOSION IN YOUR DECISION.

9.8 Additional Safety Equipment

Besides meeting the legal requirements, prudent boaters carry additional safety equipment. This is particularly important if you operate your boat offshore. You should consider the following items, depending on how you use your boat.

SATELLITE EPIRB'S

EPIRB's (Emergency Position Indicating Radio Beacon) operate as part of a world wide distress system. When activated, EPIRB's will send distress code homing beacons that allow Coast Guard aircraft to identify and find them quickly. The satellites that receive and relay EPIRB signals are operated by the National Oceanic and Atmospheric Administration (NOAA) in the United States. The EPIRB should be mounted and registered according to the instructions provided with the beacon, so that the beacon's unique distress code can be used to quickly identify the boat and owner.

Additional Equipment to Consider:

VHF Radio	Life Raft	Spare Anchor	Spare Keys
Heaving Line	Fenders	First Aid Kit	Portable Radio
Flashlight and Batteries	Mirror	Searchlight	
Sunburn Lotion	Tool Kit	Ring Buoy	
Whistle or Horn	Anchor	Chart and Compass	
Boat Hook	Spare Propellers	Mooring Lines	
Food and Water	Binoculars	Sunglasses	
Marine Hardware	Extra Clothing	Spare Parts	

Operator Notes

Chapter 10:
OPERATION

10.1 General

Before you start the engines on your Pursuit, you should have become familiar with the various component systems and their operation, and have performed a “Pre-Cruise System Check." A thorough understanding of the component systems and their operation is essential to the proper operation of the boat. This manual and the associated manufacturers’ information is provided to enhance your knowledge of your boat. Please read them carefully. Also read the book titled "Sportfish, Cruisers, Yachts - Owner's Manual," included in your literature packet.

Your boat must have the necessary safety equipment on board and be in compliance with the U.S. Coast Guard, local and state safety regulations. There should be one Personal Flotation Device (PFD) for each person. Nonswimmers and small children should wear PFD's at all times. You should know and understand the “Rules of the Road" and have had an experienced operator brief you on the general operation of your new boat. At least one other person should be instructed on the proper operation of the boat in case the operator is suddenly incapacitated.

The operator is responsible for his safety and the safety of his passengers. When boarding or loading the boat, always step onto the boat, never jump.

ALL PASSENGERS SHOULD BE PROPERLY SEATED WHENEVER THE BOAT IS OPERATED ABOVE IDLE SPEED. YOUR PASSENGERS SHOULD NOT BE ALLOWED TO SIT ON THE SEAT BACKS, GUNWALES, BOWS, TRANSOMS OR ON FISHING SEATS WHENEVER THE BOAT IS UNDERWAY.

THE PASSENGERS SHOULD ALSO BE SEATED TO PROPERLY BALANCE THE LOAD AND MUST NOT OBSTRUCT THE OPERATOR'S VIEW, PARTICULARLY TO THE FRONT.

OVERLOADING AND IMPROPER DISTRIBUTION OF WEIGHT CAN CAUSE THE BOAT TO BECOME UNSTABLE AND ARE SIGNIFICANT CAUSES OF ACCIDENTS. KNOW THE WEIGHT CAPACITY AND HORSEPOWER RATING OF YOUR BOAT. DO NOT OVERLOAD OR OVERPOWER YOUR BOAT.

Remember, it is the operator's responsibility to use good common sense and sound judgment in loading and operating the boat.

DECKS ARE SLIPPERY WHEN WET. WEAR PROPER FOOTWEAR AND USE EXTREME CAUTION ON WET SURFACES.

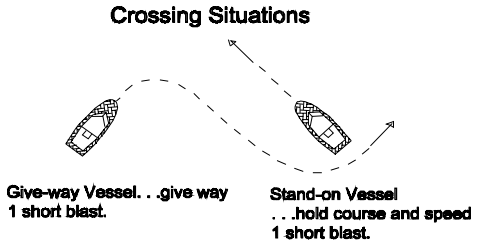
10.2 Rules of the Road

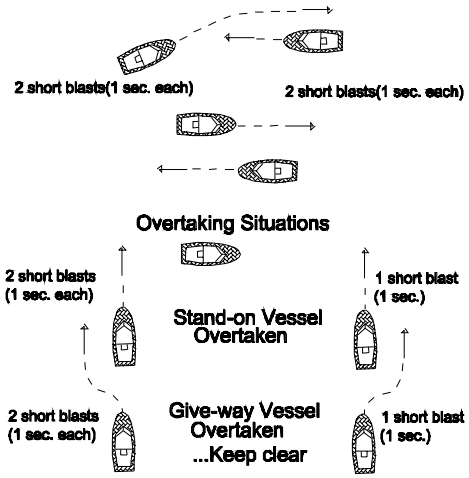
As in driving an automobile, there are a few rules you must know for safe boating operation. The following information describes the basic navigation rules and action to be taken by vessels in a crossing, meeting or overtaking situation while operating in inland waters. These are basic examples and not intended to teach all the rules of navigation. For further information consult the "Navigation Rules" or contact the Coast Guard, Coast Guard Auxiliary, Department of Natural Resources, or your local boat club. These organizations sponsor courses in boat handling, including rules of the road. We strongly recommend such courses. Books on this subject are also available from your local library.

FOLLOW NAVIGATION RULES TO AVOID COLLISIONS. IF A COLLISION APPEARS UNAVOIDABLE, BOTH VESSELS MUST ACT. PRUDENCE TAKES PRECEDENCE OVER RIGHT-OF-WAY RULES IF A CRASH IS IMMINENT. LESS MANEUVERABLE BOATS GENERALLY HAVE THE RIGHT OF WAY. STEER CLEAR OF THE RIGHT-OF-WAY BOAT AND PASS TO ITS STERN.

CROSSING SITUATIONS

When two motor boats are crossing, the boat on the right has the right of way. The boat with the right of way should maintain its course and speed. The other vessels should slow down and permit it to pass. The boats should sound the appropriate signals.



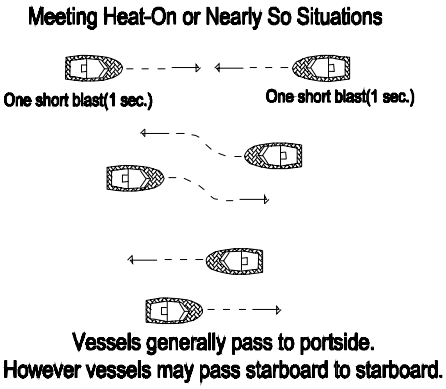


MEETING HEAD-ON OR NEARLY-SO SITUATIONS

When two motor boats are approaching each other head-on or nearly head-on, neither boat has the right of way. Both boats should reduce their speed and turn to the right so as to pass port side to port side, providing enough clearance for safe passage. The boats should sound the appropriate signals.

OVERTAKING SITUATIONS

When one motor boat is overtaking another motor boat, the boat that is being passed has the right of way. The overtaking boat must make the adjustments necessary to provide clearance for a safe passage of the other vessel. The boats should sound the appropriate signals.

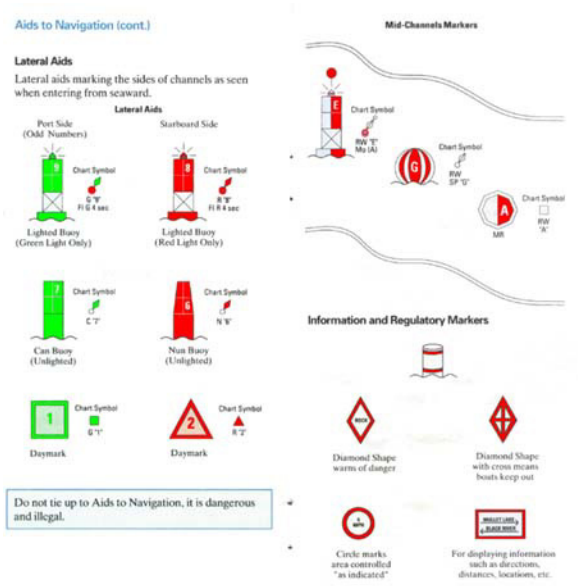

Meeting Heat-On or Nearly So Situations
One short blast(1 sec.)
One short blast(1 sec.)
Vessels generally pass to portside.
However vessels may pass starboard to starboard.

THE GENERAL PRUDENTIAL RULE

In obeying the Rules of the Road, due regard must be given to all dangers of navigation and collision, and to any special circumstances, including the limitations of the vessels, which may justify a departure from the rules that is necessary to avoid immediate danger or a collision.

NAVIGATION AIDS

Aids to navigation are placed along coasts and navigable waters as guides to mark safe water and to assist mariners in determining their position in relation to land and hidden dangers. Each aid to navigation is used to provide specific information. You should be familiar with these and any other markers used in your boating area.


Aids to Navigation (cont.)
Lateral Aids
Lateral aids marking the sides of channels as seen when entering from seaward.
Lateral Aids
Port Side (Odd Numbers)
Starboard Side
Lighted Buoy (Green Light Only)
Lighted Buoy (Red Light Only)
Can Buoy (Unlighted)
Nun Buoy (Unlighted)
Daymark
Daymark
Do not tie up to Aids to Navigation, it is dangerous and illegal.
Mid-Channels Markers
Information and Regulatory Markers
Diamond Shape warns of danger
Diamond Shape with cross means boats keep out
Circle marks area controlled "as indicated"
For displaying information such as directions, distances, locations, etc.

STORMS AND WAVE ACTION CAN CAUSE BUOYS TO MOVE. YOU SHOULD NOT RELY ON BUOYS ALONE TO DETERMINE YOUR POSITION.

10.3 Pre-Cruise Check

BEFORE STARTING THE ENGINES:

- Check the weather forecast. Decide if the planned cruise can be made safely.
- Be sure all required documents are on board.
- Be sure all necessary safety equipment is on board and operative. This should include items like the running lights, spotlight, life saving devices, etc. Please refer to the Safety Equipment chapter for additional information on safety equipment.

THERE MUST BE AT LEAST ONE PERSONAL FLOTATION DEVICE ON BOARD FOR EVERY PERSON ON BOARD AND ONE THROW-OUT FLOTATION DEVICE. CHECK THE U.S. COAST GUARD STANDARDS FOR THE CORRECT TYPE OF DEVICE FOR YOUR BOAT.

- Make sure you have signal kits and flare guns aboard, and they are current and in good operating condition.
- Be sure you have sufficient water and other provisions for the planned cruise.
- Leave a written message listing details of your planned cruise with a close friend ashore (Float Plan). The float plan should include a description of your boat, where you intend to cruise, and a schedule of when you expect to arrive in the cruising area and when you expect to return. Keep the person informed of any changes in your plan to prevent false alarms. This information will tell authorities where to look and the type of boat to look for in the event you fail to arrive.
- Check the amount of fuel on board. Observe the "rule of thirds": one third of the fuel for the trip out, one third to return and one third in reserve. An additional 15% may be consumed in rough seas.
- Check the water separating fuel filters for water.
- Turn on the battery switches.
- Check the bilge water level. Look for other signs of potential problems. Monitor for the scent of fuel fumes.
- Test the automatic and manual bilge pump switches to make sure the system is working properly.
- Have a tool kit aboard. The kit should include the following basic tools:

Spark Plug Wrench	Hammer
Spark Plug Gap Gauge	Electrician's Tape
Screwdrivers	Lubricating Oil
Pliers	Jackknife
Adjustable Wrench	Vise Grip Pliers
Needle Nose Pliers	Wire Crimping Tool
End Wrench Set	Wire Connector Set

- Have the following spare parts on board:

Extra Light Bulbs	Spark Plugs
Fuses and Circuit Breakers	Flashlight and Batteries
Drain Plugs	Engine Oil
Propellers	Fuel Filters
Propeller Nuts	Fuel Hose and Clamps

- Make sure all fire extinguishers are in position and in good operating condition.

BE SURE THE SHIFT CONTROL IS IN THE NEUTRAL POSITION.

- Be sure the emergency stop lanyard is attached to the operator and the stop switch.

VAPORIZING LIQUID EXTINGUISHERS GIVE OFF TOXIC FUMES; USE ONLY COAST GUARD APPROVED FIRE EXTINGUISHERS.

10.4 Operating Your Boat

THE OPERATOR MUST BE SEATED, FACING FORWARD WITH HANDS ON THE CONTROL WHEN THE ENGINE IS RUNNING.

AFTER STARTING THE ENGINES:

- Check the engine gauges. Make sure they are reading normally.
- Visibly check the engines to be sure there are no apparent water, fuel or oil leaks.
- Check the operation of the engine cooling systems.
- Check the controls and steering for smooth and proper operation.
- Allow the engines to warm up for 10 to 15 minutes before operating them above idle speeds.
- Make sure all lines, cables, anchors, etc. for securing a boat are on board and in good condition. All lines should be coiled, secured and off the decks when underway.
- Have a safe cruise and enjoy yourself.

REMEMBER:
When you operate a boat, you accept the responsibility for the boat, for the safety of passengers and for others out enjoying the water.

- Alcohol and any drugs can severely reduce your reaction time and affect your better judgment.
- Alcohol severely reduces the ability to react to several different signals at once.
- Alcohol makes it difficult to correctly judge speed and distance, or track moving objects.
- Alcohol reduces night vision, and the ability to distinguish red from green.

YOU SHOULD ALWAYS STAY ALERT. THE USE OF DRUGS, ALCOHOL OR OTHER SUBSTANCES WHICH IMPAIR JUDGMENT POSES A SERIOUS THREAT TO YOU AND OTHERS. THE BOAT OPERATOR IS RESPONSIBLE FOR THE BEHAVIOR OF PASSENGERS.

- Avoid sea conditions that are beyond the skill and experience of you and your crew.

MAKE SURE ONE OTHER PERSON ON THE BOAT IS INSTRUCTED IN THE OPERATION OF THE BOAT AND MAKE SURE THE BOAT IS OPERATED IN COMPLIANCE WITH ALL STATE AND LOCAL LAWS GOVERNING THE USE OF A BOAT.

DO NOT OPERATE THE BOAT UNLESS IT IS COMPLETELY ASSEMBLED. KEEP ALL FASTENERS TIGHT. KEEP ADJUSTMENTS ACCORDING TO SPECIFICATIONS.

- Before operating the boat for the first time, read the engine break-in procedures. The break-in procedures are found in the owner's manual for the engine. The manual is in the literature packet.

- As different types of engines are used to power the boat, have the dealer describe the operating procedures for your boat. For more instructions on "How To Operate The Boat," make sure you read the instructions given to you in the owner's manual for the engines you have selected.

For more instructions on safety, equipment and boat handling, enroll in one of the several free boating courses offered. For information on the courses offered in your area, call the "Boating Safety Hotline," 800-368-5647.

If the drive unit hits an underwater object, stop the engine. Inspect the drive unit for damage. If the unit is damaged, contact your dealer for a complete inspection and repair of the unit.

TO STOP THE BOAT, FOLLOW THIS PROCEDURE:

- Allow the engines to drop to the idle speed.

- Make sure the shifting levers are in the neutral position.

If the engines have been run at high speed for a long period of time, allow the engines to cool down by running the engines in the idle position for 3 to 5 minutes.

- Turn the ignition keys to the "Off" position.

- Raise the trim tabs to the full up position.

TURN OFF THE ENGINE AT IDLE SPEED. RACING THE ENGINE BEFORE SWITCHING IT OFF CAN DRAW WATER INTO THE ENGINE THROUGH THE EXHAUST. THIS CAN CAUSE INTERNAL DAMAGE.

AFTER OPERATION:

- If operating in saltwater, wash the boat and all equipment with soap and water. Flush the engines using fresh water. Please refer to the engine owner's manual for instructions on flushing your outboard engines.

- Check the bilge area for debris and excess water.
- Fill the fuel tanks to near full to reduce condensation. Allow enough room in the tanks for the fuel to expand without being forced out through the vent.
- Turn off all electrical equipment except the automatic bilge pumps.
- If you are going to leave the boat for a long period of time, put the battery main switches in the “Off” position and close all seacocks.
- Make sure the boat is securely moored.

TO PREVENT DAMAGE TO THE BOAT, CLOSE ALL SEACOCKS BEFORE LEAVING THE BOAT.

10.5 Fishing

Fishing can be very exciting and distracting for the operator when the action gets intense. You must always be conscious of the fact that your primary responsibility is the safe operation of your boat and the safety of your passengers and other boats in the area.

You must always make sure the helm is properly manned and is never left unattended while trolling. If your boat is equipped with a tower, caution and good common sense must be exercised whenever someone is in the tower. Most towers are designed for two average-sized people. Remember, weight in the tower raises the boat's center of gravity and the boat's motion is greatly exaggerated for the people in a tower.

If you are fishing in an area that is crowded with other fishing boats, it may be difficult to follow the rules of the road. This situation can become especially difficult when most boats are trolling. Being courteous and exercising good common sense is essential. Avoid trying to assert your right of way and concentrate on staying clear and preventing tangled or cut lines and other unpleasant encounters with other boats. Also keep in mind that fishing line wrapped around a propeller shaft can damage seals in the engine lower unit.

10.6 Tower Operation (Dealer Installation)

OPERATION OF THE TOWER CONTROLS

The engines should be started at the lower helm. Monitor the gauges to make sure all systems are normal and the engines have been allowed to warm up slightly before proceeding to the tower helm. The ignition or restart switches on the tower are only used to restart an engine in the event it should stall. The shift controls must be in neutral for the restart switches to be functional.

The following is a list of safety precautions for tower operation:

- Do not operate the boat from the tower in rough sea conditions. The boat’s motions are exaggerated in the tower and this motion may become excessive in rough seas.

- Be careful when using the trim tabs from the tower. The reaction of the trim tabs will be exaggerated in the tower. Use small tab corrections and wait ten (10) seconds for the tabs to react. Keep making small corrections until the hull is at the desired attitude.

- Do not overload the tower. Most towers are designed to hold the weight of only two average sized people. Weight in the tower raises the boat's center of gravity. Too much weight in the tower could make the boat unstable.

- Do not operate the boat in tight quarters, such as marinas, from the tower. The operator is isolated from the boat while in the tower and will not be able to assist in docking procedures.

- Always pay close attention to your grip and footing on the tower ladders. Your ability to achieve a good grip and proper footing is reduced in wet or rough weather. Therefore, the tower should be avoided in these conditions.

- Only operate the boat from the tower in familiar waters or where running aground is not a possibility. Running aground while operating the boat from the tower could result in severe injury.

- Always be alert for waves and boat wakes when operating the boat from the tower. Remember that the boat's motions are exaggerated in the tower.

- Good common sense and judgment must be exercised at all times when operating a boat from the tower.

- If the engine alarm sounds, immediately put the boat in NEUTRAL and shut "OFF" the engine until the problem is found.

- Always put the boat in NEUTRAL before moving to and from the tower helm and cockpit.

GOOD COMMON SENSE, JUDGMENT AND EXTREME CAUTION MUST BE EXERCISED WHEN OPERATING A BOAT WITH SOMEONE IN THE TOWER. DO NOT ALLOW ANYONE IN THE TOWER WHEN THE WATER IS ROUGH OR WHEN OPERATING IN UNFAMILIAR WATERS WHERE RUNNING AGROUND IS A POSSIBILITY. REMEMBER, WEIGHT IN THE TOWER RAISES THE BOAT'S CENTER OF GRAVITY AND THE BOAT'S MOTION IS GREATLY EXAGGERATED FOR THE PEOPLE IN THE TOWER.

10.7 Docking, Anchoring and Mooring

DOCKING AND DOCK LINES

Maneuvering the boat near the dock and securing the boat require skill and techniques that are unique to the water and wind conditions and the layout of the dock. If possible, position a crew member at the bow and stern to man the lines and assist in docking operations. While maneuvering close to the dock consideration must be giving to the wind and current. You should anticipate the effect these forces will have on the boat and use them to help put the boat where you want it. It is important to practice in open water using an imaginary dock enough to develop a sense for the way your boat handles in a variety of docking scenarios. You must be able to foresee the possibilities and have solutions in mind before problems occur.

Approaching a dock or backing into a slip in high winds or strong currents requires a considerable amount of skill. If you are new to boat handling, you should take lessons from an experienced pilot to learn how to maneuver your boat in tight quarters in less than ideal conditions. You should also practice away from the dock during windy conditions.

Dock lines are generally twisted or braided nylon. Nylon is strong and stretches to absorb shock. It also has a long life and is soft and easy on the hands. The line's size will vary with the size of the boat. Typically a 30 to 40 foot boat will use 5/8-inch line and a 20 to 30 foot boat will use 1/2-inch line. The number of lines and their configuration will vary depending on the dock, the range of the tide, and many other factors. Usually a combination of bow, stern and spring lines is used to secure the boat.

MANEUVERING TO THE DOCK

Approach the dock slowly at a 30 to 40 degree angle. Whenever possible, approach against the wind or current. Turn the engines straight and shift to neutral when you feel you have enough momentum to reach the dock. Use reverse to slow the boat and pull the stern toward the dock as the boat approaches. If you executed your approach properly, the boat will lightly touch the pilings at the same time the forward momentum is stopped. Have the dock lines ready and secure the boat as soon at it stops. Use fenders to protect the boat while it is docked. Keep the engines running until the lines are secured.

BACKING INTO A SLIP

Approach the slip with the stern against the wind or current and the engines straight ahead. Use the engines and turn the steering wheel to maneuver the boat into alignment with the slip. Reverse the engines and slowly back into the slip. Shift from reverse to neutral frequently to prevent the boat from gaining too much speed. Move the stern right and left by shifting the engines in and out of gear or turning the wheel. When nearly in the slip all the way, straighten the engines and shift to forward to stop. Keep the engines running until the lines are secured.

SECURING DOCK LINES

Securing a boat along side the dock typically requires a bow and stern line and two spring lines. The bow and stern lines are usually secured to the dock at a 40° angle aft of the stern cleat and forward of the bow cleat. The after bow spring line is secured to the dock at a 40° angle aft of the after bow spring cleat. The forward quarter spring is secured to the dock at a 40° angle forward of the stern cleat. The spring lines keep the boat square to the dock and reduce fore and aft movement while allowing the boat to move up and down with the tide.

Securing a boat in a slip is somewhat different. It typically requires two bow lines secured to pilings on each side of the bow, two stern lines secured to the dock and two spring lines that prevent the boat from hitting the dock. The bow lines are typically secured with enough slack to allow the boat to ride the tide. The stern lines are crossed. One line runs from the port aft boat cleat to the starboard dock cleat and the other line runs from the starboard aft boat cleat to the port cleat on the dock. The stern lines center the boat, control the forward motion, and allow the boat to ride the tide. Two forward quarter spring lines typically are secured to the stern cleats and to mid ship pilings or cleats. The spring lines keep the boat from backing into the dock while allowing it to ride the tide.

LEAVING THE DOCK

Always start the engines and let them warm up for 10 to 15 minutes before releasing the lines. Boats steer from the stern and it is important that you achieve enough clearance at the stern to maneuver the boat as quickly as possible. Push the stern off and maneuver such that you get stern clearance quickly. Proceed slowly until well clear of the dock and other boats.

MOORING

Approach the mooring heading into the wind or current. Shift to neutral when you have just enough headway to reach the buoy. Position a crew member on the bow to retrieve the mooring with a boat hook and secure the line. Keep the engines running until the line is secured.

LEAVING A MOORING

Start the engines and let them warm up for several minutes before releasing the mooring line. The boat will already be headed into the wind, so move it forward enough to loosen the line and untie it. Back the boat away from the mooring until you can see the buoy. Move the boat slowly away from the mooring.

ANCHORING

Make sure the bitter end of the anchor rode is attached to the boat before dropping the anchor. Bring the bow into the wind or current and put the engine in neutral. When the vessel comes to a stop, lower the anchor over the bow. Play out anchor line so that it is at least 5 to 7 times the depth of the water and secure the line to a cleat. Use caution to avoid getting your feet or hands tangled in the line. Additional scope of 10 times the depth may be required for storm conditions. Check landmarks on shore to make sure the anchor is not dragging. If it is dragging, you will have to start all over. It is prudent to use two anchors if you are anchoring overnight or in rough weather.

RELEASING THE ANCHOR

Release the anchor by driving the boat slowly to the point where the anchor line becomes vertical. It should release when you pass that point. If the anchor doesn't release right away, stop the boat directly above the anchor and tie the line to the cleat as tight as possible. The up and down movement of the boat will usually loosen the anchor within a minute. Make sure you secure the anchor and properly stow the line before operating the boat.

NEVER ANCHOR THE BOAT BY THE STERN. THE STERN OF THE BOAT IS VULNERABLE TO SWAMPING FROM WAVE ACTION AND WIND AND CURRENT WILL PUT MORE STRESS ON THE ANCHOR WHEN IT IS ATTACHED TO THE STERN. ONLY ANCHOR THE BOAT BY THE BOW.

10.8 Controls, Steering or Propulsion System Failure

If the propulsion, control or steering system fails while you are operating the boat, bring both throttles to idle and shift to neutral. Decide whether you need to put out the anchor to prevent the boat from drifting or to hold the bow into the seas. Investigate and correct the problem if you can. Turn the engines off before opening the engine cowling to make repairs. If you are unable to correct the problem, call for help.

If only one engine has failed, you can usually run home on the other engine. Be careful not to apply too much power to the engine that is running. When only one engine is used to power a twin engine boat, that engine is over propped and can be overloaded if too much throttle is applied. You should contact your dealer or the engine manufacturer for the maximum power settings when running on one engine.

KEEP HANDS, FEET, HAIR AND CLOTHING AWAY FROM THE ENGINE AND PROPULSION SYSTEM.

10.9 Collision

If your boat is involved in a collision with another boat, dock, piling or a sandbar, your first priority is to check your passengers for injuries and administer first aid if necessary. Once your passengers' situations are

stabilized, thoroughly inspect the boat for damage. Check below decks for leaks and the control systems for proper operation. Plug all leaks or make the necessary repairs to the control systems before proceeding slowly and carefully to port. Request assistance if necessary. Haul the boat and make a thorough inspection of the hull and running gear for damage.

10.10 Grounding, Towing and Rendering Assistance

The law requires the owner or operator of a vessel to render assistance to any individual or vessel in distress, as long as his vessel is not endangered in the process.

If the boat should become disabled, or if another craft that is disabled requires assistance, great care must be taken. The stress applied to a boat during towing may become excessive. Excessive stress can damage the structure of the boat and create a safety hazard for those aboard.

Freeing a grounded vessel, or towing a boat that is disabled, requires specialized equipment and knowledge. Line failure and structural damage caused by improper towing have resulted in fatal injuries. Because of this, we strongly suggest that these activities be left to those who have the equipment and knowledge, e.g., the U.S. Coast Guard or a commercial towing company, to safely accomplish the towing task.

THE MOORING CLEATS AND BOW/STERN EYES ON PURSUIT BOATS ARE NOT DESIGNED OR INTENDED TO BE USED FOR TOWING OR LIFTING PURPOSES. THESE CLEATS ARE SPECIFICALLY DESIGNED AS MOORING CLEATS FOR SECURING THE BOAT TO A DOCK, PIER, ETC. DO NOT USE THESE FITTINGS FOR TOWING, LIFTING OR ATTEMPTING TO FREE A GROUNDED VESSEL.

WHEN TOWING OPERATIONS ARE UNDERWAY, HAVE EVERYONE ABOARD BOTH VESSELS STAY CLEAR OF THE TOW LINE AND SURROUNDING AREA. A TOW LINE THAT SHOULD BREAK WHILE UNDER STRESS CAN BE VERY DANGEROUS, AND COULD CAUSE SERIOUS INJURY OR DEATH.

RUNNING AGROUND CAN CAUSE SERIOUS INJURY TO PASSENGERS AND DAMAGE TO A BOAT AND ITS UNDERWATER GEAR.

If your boat runs aground, evaluate the damage then proceed at low speed to the nearest service facility and have an immediate inspection made before further use of the craft. A damaged boat can take on water. Keep all life saving devices close at hand while driving to a dock area. If the boat cannot be immediately removed from the water, thoroughly inspect the bilge area for leaks so that the boat does not sink while moored.

10.11 Flooding or Capsizing

Boats can become unstable if they become flooded or completely swamped. You must always be aware of the position of the boat to the seas and the amount of water in the bilge. Water entering the boat over the transom can usually be corrected by turning the boat into the waves. If the bilge is flooding because of a hole in the hull, the engine bracket or a defective hose, you may be able to plug it with rags, close the thru-hull valve or assist the pumps by bailing with buckets. Put a mayday call into the Coast Guard or nearby boats and distribute life jackets as soon as you discover your boat is in trouble.

If the boat becomes swamped and capsizes, you and your passengers should stay with the boat as long as you can. It is much easier for the Coast Guard, aircraft, or other boats to spot, than people in the water.

10.12 Transporting Your Boat

The Pursuit C 300 is a large boat and should only be trailered by professionals that have the knowledge and equipment to move large boats without causing damage. Please contact your dealer or the Pursuit Customer Relations Department if you are planning to transport your boat and have any questions in regard to the proper equipment and support for the hull.

BOATS HAVE BEEN DAMAGED BY TRAILERS THAT DON'T PROPERLY SUPPORT THE HULL. ALWAYS MAKE SURE THE TRAILER BUNKS AND PADS ARE ADJUSTED SO THEY ARE NOT PUTTING EXCESSIVE PRESSURE ON THE LIFTING STRAKES AND ARE PROVIDING ENOUGH SUPPORT FOR THE HULL. HULL DAMAGE RESULTING FROM IMPROPER TRAILER SUPPORT IS NOT COVERED BY THE PURSUIT WARRANTY.

10.13 Trailering Your Boat

If you trailer your boat, make sure that your tow vehicle is capable of towing the weight of the trailer, boat and equipment and the weight of the passengers and equipment inside the vehicle. This may require that the tow vehicle be specially equipped with a larger engine, transmission, brakes and trailer tow package.

The boat trailer is an important part of your boating package. The trailer should be matched to your boat's weight and hull. Using a trailer with a capacity too low will be unsafe on the road and cause abnormal wear. A trailer with a capacity too high, can damage the boat. Contact your dealer to evaluate your towing vehicle and hitch, and to make sure you have the correct trailer for your boat.

Important Note:
Your C 300 Pursuit is a heavy boat and care must be taken when selecting the trailer. We recommend that you use a bunk style trailer that incorporates a combination of heavy duty rollers to support the keel and long bunks running under and parallel to the stringers to support the hull. Avoid using a full roller trailer that does not have bunks. Roller trailers have a tendency to put extreme pressure points on the hull, especially on the lifting strakes, and have damaged boats. The situation is worse during launching and haul out. Damage resulting from improper trailer support or the use a full roller trailer will not be covered by the Pursuit Warranty.

The following safety tips and a book titled "Sportfish, Cruisers, Yachts - Owner's Manual," included in your literature packet, provide additional information you should know before trailering your boat.

Note: Contact your dealer to evaluate your towing vehicle and hitch, and to make sure you have the correct trailer for your boat.

- Make sure the trailer is a match for your boat's weight and hull design. More damage can be done to a boat by the stresses of road travel than by normal water operation. A boat hull is designed to be supported evenly by water. So, when it is transported on a trailer it should be supported structurally as evenly across the hull as possible allowing for even distribution of the weight of the hull, engine and equipment.

- Make sure the trailer bunks and rollers properly support the hull and do not put pressure on the lifting strakes. The rollers and bunks must be kept in good condition to prevent scratching and gouging of the hull.

- The capacity rating of the trailer should be greater than the combined weight of the boat, motor, and equipment. The gross vehicle weight rating must be shown on the trailer. Make sure the weight of the boat, engine, gear and trailer is not more than the gross vehicle weight rating.

- Make sure the boat is securely fastened on the trailer to prevent movement between the boat and trailer. The bow eye on the boat should be secured with a rope, chain or turnbuckle in addition to the winch cable. Additional straps may be required across the beam of the boat.

THE BOW OR STERN EYES ARE NOT DESIGNED OR INTENDED TO BE USED FOR TOWING OR LIFTING PURPOSES.

Note: Your dealer can provide instructions on how to load, fasten and launch your boat.

BEFORE GOING OUT ON THE HIGHWAY:

- CANVAS ENCLOSURES must be removed when trailering. Canvas enclosures are not designed to withstand the extreme wind pressure encountered while trailering and will be damaged. Always remove and properly store the enclosure before trailering your boat.

- Make sure the tow BALL and TRAILER COUPLER are the same size and bolts and nuts are tightly secured.

- The COUPLER MUST BE COMPLETELY OVER THE BALL and the LATCHING MECHANISM LOCKED DOWN.

- Make sure the TRAILER IS LOADED EVENLY from front to rear as well as side to side and has the correct weight on the hitch. Too much weight on the hitch will cause the rear of the tow vehicle to drag and may make steering more difficult. Too little weight on the hitch will cause the rig to fishtail and will make controlling the tow vehicle difficult. Contact your Pursuit dealer or the trailer manufacturer for the correct weight on the hitch for your trailer.

- The SAFETY CHAINS must be attached crisscrossing under the coupler to the frame of the tow vehicle. If the ball was to break, the trailer would follow in a straight line and prevent the coupler from dragging on the road. Make sure the trailer emergency brake cable or chain is also installed to the tow vehicle frame.

- Make sure the LIGHTS on the trailer function properly.

- CHECK THE BRAKES. On a level parking area roll forward and apply the brakes several times at increasing speeds to determine if the brakes on the tow vehicle and trailer are working properly.

- Make sure the tow vehicle has SIDE VIEW MIRRORS that are large enough to provide an unobstructed rear view on both sides of the vehicle.

- CHECK THE TIRES and WHEEL BEARINGS.

MAKE SURE YOUR TOWING VEHICLE AND TRAILER ARE IN COMPLIANCE WITH ALL STATE AND LOCAL LAWS. CONTACT YOUR STATE MOTOR VEHICLE BUREAU FOR LAWS GOVERNING THE TOWING OF TRAILERS.

10.14 Man Overboard

If someone falls overboard, you must be prepared to react quickly, particularly when you are offshore. The following procedures will help you in recovering a person that has fallen overboard.

- Immediately stop the boat and sound a man overboard alarm and have all passengers point to the person in the water.
- Circle around quickly and throw a cushion or life jacket to the person, if possible, and another to use as a marker.
- Keep the person on the driver side of the boat so you can keep him in sight at all times.
- Make sure to approach the person from the downwind side and maneuver the boat so the propellers are well clear of the person in the water.
- Turn off the engines when the person is alongside and use a ring buoy or a boat cushion with a line attached, a paddle or boathook to assist him to the boat. Make sure you don't hit him with the ring buoy or the boat.
- Pull the person to the boat and assist him on board.
- Check the person for injuries and administer first aid if necessary. If the injuries are serious, call for help.

Refer to the Safety Equipment chapter for more information on first aid and requesting emergency medical assistance.

MOVING PROPELLERS ARE DANGEROUS. THEY CAN CAUSE DEATH, LOSS OF LIMBS, OR OTHER SEVERE INJURY. DO NOT USE THE SWIM PLATFORM OR SWIM LADDER WHILE THE ENGINES ARE RUNNING. STOP THE ENGINES IF DIVERS OR SWIMMERS ARE ATTEMPTING TO BOARD. ALWAYS PROPERLY STORE THE LADDER BEFORE STARTING THE ENGINE(S).

10.15 Water Skiing

Your Pursuit could be equipped for water skiing. If you have never driven skiers before, you should spend some hours as an observer and learn from an experienced driver. If you are an experienced driver, you should take some time to become familiar with the boat and the way it handles before pulling a skier. The driver should also know the skier's ability and drive accordingly. The following safety precautions should be observed while towing water skiers.

- Water ski only in safe areas, away from other boats and swimmers, out of channels, and in water free of underwater obstructions.

- Make sure that anyone who skis can swim. Do not allow people who cannot swim to water ski.

BE SURE THAT THE SKIER IS WEARING A PROPER LIFE JACKET. A WATER SKIER IS CONSIDERED ON BOARD THE BOAT AND A COAST GUARD APPROVED LIFE JACKET IS REQUIRED. IT IS ADVISABLE AND RECOMMENDED FOR A SKIER TO WEAR A FLOTATION DEVICE DESIGNED TO WITHSTAND THE IMPACT OF HITTING THE WATER AT HIGH SPEED. WATER SKI ONLY DURING DAYLIGHT HOURS. ALWAYS CARRY A SECOND PERSON ON BOARD TO OBSERVE THE SKIER SO THAT YOUR FULL ATTENTION CAN BE GIVEN TO THE SAFE OPERATION OF THE BOAT.

- Approach a skier in the water from the downwind side and be certain to stop the motion of the boat and your motor before coming in close proximity to the skier.

- Give immediate attention to a fallen skier. A fallen skier is very hard to see by other boats and is extremely vulnerable. When a skier falls, be prepared to immediately turn the boat and return to the skier. Never leave a fallen skier alone in the water for any reason.

For additional information on water skiing, including hand signals and water skiing manuals, contact the American Water Skiing Association in Winter Haven, Florida, 863-324-4341.

MOVING PROPELLERS ARE DANGEROUS. THEY CAN CAUSE DEATH, LOSS OF LIMBS, OR OTHER SEVERE INJURY. DO NOT USE THE SWIM PLATFORM OR SWIM LADDER WHILE THE ENGINE IS RUNNING. STOP THE ENGINE IF DIVERS, SWIMMERS OR SKIERS ARE ATTEMPTING TO BOARD. ALWAYS REMOVE AND PROPERLY STORE THE LADDER BEFORE STARTING THE ENGINE.

9.16 Trash Disposal

THE DISCHARGE OF PLASTIC TRASH OR TRASH MIXED WITH PLASTIC IS ILLEGAL ANYWHERE IN THE MARINE ENVIRONMENT. IT IS ALSO ILLEGAL TO DISCHARGE GARBAGE IN THE NAVIGABLE WATERS OF THE UNITED STATES INCLUDING THE GREAT LAKES.

Regional, State, and local restrictions on garbage discharges also may apply. Vessels of 26 feet or longer must display in a prominent location, a durable placard at least 4 by 9 inches notifying the crew and passengers of the discharge restrictions.

Responsible boaters store refuse in bags and disposed of it properly on shore. You should make sure your passengers are aware of the local waste laws and the trash management procedure on your boat.

Operator Notes

Chapter 11:
ROUTINE MAINTENANCE

11.1 General

BEFORE USING A CLEANING PRODUCT, REFER TO THE PRODUCT DIRECTIONS AND SPECIFICATIONS.

IF URETHANE FOAM IS USED IN THE CONSTRUCTION OF YOUR BOAT, USE SPECIAL CARE WITH HIGH TEMPERATURES OR FLAMES IN THESE AREAS. URETHANE FOAM CAN IGNITE. REFRAIN FROM BURNING, WELDING, SMOKING, THE USE OF SPACE HEATERS AND LIGHTS IN AREAS WHERE URETHANE FOAM IS PRESENT. IF IGNITED, URETHANE FOAM BURNS RAPIDLY, PRODUCES EXTREME HEAT, RELEASES HAZARDOUS GASES AND CONSUMES MUCH OXYGEN.

WHEN PAINTING OR CLEANING, VENTILATE THE AREA. PAINT OR CLEANING PRODUCTS MAY BE FLAMMABLE AND/OR EXPLOSIVE.

11.2 Exterior Hull and Deck

HULL CLEANING - BELOW THE WATER LINE

When the boat is removed from the water, clean the outer bottom surface immediately. Algae, grass, dirt and other marine growth is easier to remove while the hull is still wet. Use a pressure cleaner or a hard bristle brush to clean the surface.

BOTTOM PAINTING

If the boat is to be left in saltwater for extended periods, the hull must be protected from marine growth by antifouling paint. Because of variations in water temperature, marine growth and pollution in different regions, your dealer and/or a qualified boat yard in your area should be consulted when deciding what bottom paint system to apply to your hull. This is extremely important as pollution and marine growth can damage fiberglass hulls.

SANDING OR SANDBLASTING THE HULL BOTTOM WILL DAMAGE THE FIBERGLASS. USE ONLY STANDARD ANTIFOULING PAINTS AND FIBERGLASS WAX REMOVERS AND PRIMERS RECOMMENDED BY THE ANTIFOULING PAINT MANUFACTURER WHEN PREPARING THE HULL FOR BOTTOM PAINT. SANDING OR SANDBLASTING AND THE USE OF A COATING OTHER THAN STANDARD ANTIFOULING PAINT OR EPOXY BARRIER COATINGS ARE NOT RECOMMENDED AND WILL VOID THE FIVE YEAR HULL BLISTER WARRANTY.

Do not allow the hull antifouling paint to contact the outboard motor. Most antifouling paints designed for hull bottoms contain copper and can cause severe galvanic damage to the motor. Always leave a 1/2" barrier between the hull bottom paint and outboard motor.

Most bottom paints require some maintenance. Proper maintenance is especially important when the boat is in saltwater and not used for extended periods or after dry storage. If the hull bottom has been painted with antifouling paint, contact your dealer for the recommended maintenance procedures.

SACRIFICIAL ANODES

Sacrificial zinc anodes are installed on the outboard engines, the trim tabs and on the transom. The transom zinc is connected to the bonding system and protects the underwater hardware that is bonded.

The anodes are less noble than copper based alloys and aluminum and will deteriorate first, protecting the more noble underwater hardware against galvanic corrosion. Anodes should be checked monthly and changed when they are 75% of their original size. When replacing the anodes, make sure the contact surfaces are clean, shiny metal and free of paint and corrosion. Never paint over the anode.

Boats stored in saltwater will typically need to have the anodes replaced at least every 6 months to one year. Anodes requiring replacement more frequently may indicate a stray current problem within the boat or at the slip or marina. Anodes that do not need to be replaced after one year may not be providing the proper protection. Loose or low quality anodes could be the problem. Contact your dealer for the proper size and type of anodes to be used and the specific installation procedure.

FIBERGLASS GELCOAT SURFACES

Normal maintenance requires only washing with mild soap and water. A stiff brush can be used on the nonskid areas. Kerosene or commercially prepared products will remove oil and tar which could be a problem on trailered boats. Harsh abrasive and chemical cleaners are not recommended because they can damage or dull the gelcoat, reducing its life and making it more susceptible to stains. When the boat is used in saltwater, it should be washed thoroughly with soap and water after each use.

At least once a season, wash and wax all exposed fiberglass surfaces. Use a high quality automotive or boat wax. Follow the procedure recommended by the wax manufacturer. The washing and waxing of your boat will have the same beneficial effects as they have on an automobile finish. The wax will fill minute scratches and pores thus helping to prevent soiling and will extend the life of the gelcoat.

After the boat is exposed to the direct sunlight for a period of time, the color in the gelcoat tends to fade, dull or chalk due to oxidation of the gel. This condition will be more apparent with dark colors and as a result will require more frequent maintenance. A heavier buffing is required to bring the gelcoat back to its original luster. For power cleaning use a light cleaner. To clean the boat by hand, use a heavier automotive cleaner. Before cleaning the surfaces, read the instructions given with the cleaner. After cleaning the surfaces, apply wax and polish all fiberglass surfaces except the nonskid areas.

If the fiberglass should become damaged and need repair, contact your dealer for an authorized repair person to make the repairs.

DO NOT WAX NONSKID AREAS AS THIS COULD MAKE THEM SLIPPERY AND CONSEQUENTLY INCREASE THE POSSIBILITY OF INJURY.

USE EXTREME CARE WHEN WALKING ON WET GELCOAT SURFACES AS THEY ARE SLIPPERY.

STAINLESS STEEL HARDWARE

When using the boat in saltwater, the hardware should be washed with soap and water after each use. When your boat is used in a corrosive environment such as saltwater, water with a high sulfur content or polluted water, the stainless steel will periodically develop surface rust stains. This is perfectly normal under these conditions. The stainless can normally be cleaned and protected by using a high quality boat or automotive wax or a commercial metal cleaner and protectant.

UNDER NO CIRCUMSTANCES SHOULD ANY ABRASIVE MATERIALS SUCH AS SANDPAPER, BRONZE WOOL, OR STEEL WOOL BE USED ON STAINLESS STEEL. DAMAGE TO THE HARDWARE WILL RESULT.

ANODIZED ALUMINUM SURFACES

Anodized aluminum should be washed periodically with soap and water to keep it clean. If the boat is used in saltwater or polluted water, the aluminum should be washed with soap and water after each use. Saltwater allowed to remain on anodized aluminum will penetrate the anodized coating and attack the aluminum.

Hard tops with aluminum frames, Bimini tops and towers with canvas and/or fiberglass tops require special attention to the anodized aluminum just below the top. This area is subject to salt build-up from salty condensation and sea spray. It is also frequently overlooked when the boat is washed and will not be rinsed by the rain. Consequently, the aluminum just below the top is more likely to become pitted than the exposed aluminum on the structure. Make sure the aluminum in this area is washed frequently with soap and water and rinsed thoroughly. Pay particular attention to places where the top material and lacing contact the frame. Once a month coat the entire frame with a metal protector made for anodized aluminum to protect against pitting and corrosion caused by the harsh effects of saltwater. The anodized aluminum used on your Pursuit was coated with a metal protector called Aluma Guard at the factory. Aluma Guard is a nonabrasive marine metal protector that protects anodized aluminum, stainless steel, brass, and chrome. It also protects color anodizing from fading and discoloring due to harmful ultraviolet rays. It is available from Rupp Marine Inc., 4761 Anchor Avenue, P.O. Drawer F, Port Salerno, FL 34992.

ONE DRAWBACK TO ALUMA GUARD AND OTHER METAL PROTECTORS IS THAT THEY CAN MAKE THE METAL SLIPPERY. THEREFORE, THEY SHOULD NOT BE USED ON TOWER LADDERS, STEERING WHEELS AND OTHER AREAS WHERE A GOOD GRIP AND SURE FOOTING ARE IMPORTANT.

Stains can be removed with a metal polish or fine polishing compound. To minimize corrosion, use a caulking compound to bed hardware and fasteners mounted to aluminum fabrications. If the anodized coating is badly scratched it can be touched up with paint. With proper care, anodized aluminum will provide many years of service.

YOU SHOULD CONTACT PURSUIT CUSTOMER RELATIONS BEFORE MAKING ANY MODIFICATIONS TO ALUMINUM FABRICATIONS. UNAUTHORIZED MODIFICATIONS CAN VOID THE WARRANTY.

CHROME HARDWARE

Use a good chrome cleaner and polish on all chrome hardware.

ACRYLIC PLASTIC

ACRYLIC PLASTIC SCRATCHES EASILY. NEVER USE A DRY CLOTH OR GLASS CLEANING SOLUTIONS ON ACRYLIC. USE A SOFT CLOTH AND MILD SOAP AND WATER FOR ROUTINE CLEANING. SOLVENTS AND PRODUCTS CONTAINING AMMONIA CAN PERMANENTLY DAMAGE ACRYLIC PLASTIC.

Fine scratches can be removed with a fine automotive clear coat polishing compound. A coat of automotive or boat wax is beneficial to protect the surface. Do not use the following on acrylic plastic:

Abrasive cleaners	Acetone
Solvents	Alcohol
Glass cleaners	Cleaners containing ammonia

ENGINES

Proper engine maintenance is essential to the proper performance and reliability of your outboard engines. Maintenance schedules and procedures are outlined in your engine owner's manual. They should be followed exactly.

If the boat is used in saltwater, flush the cooling systems after each daily use. To flush the systems when the boat is out of the water, follow the procedure outlined in your engine owner's manual.

The age of gasoline can affect engine performance. Chemical changes occur as the gasoline ages that can cause deposits and varnish in the fuel system as well as reduce the octane rating of the fuel. Severely degraded fuel can damage the engine and boat fuel tank and lines. Therefore, if your boat is not being run enough to require at least one full tank of fresh fuel a month, a fuel stabilizer should be added to the gasoline to protect the fuel from degradation. Your dealer or the engine manufacturer can provide additional information on fuel degradation and fuel stabilizers recommended for your engine.

Avoid using fuels with alcohol additives. Gasoline that is an alcohol blend will absorb moisture from the air which can reach such concentrations that "phase separation" can occur whereby the water and alcohol mixture becomes heavy enough to settle out of the gasoline to the bottom of the tank. Since the fuel pick up tube is very near the bottom of the tank, phase separation can cause the engine to run very poorly or not at all. This condition is more severe with methyl alcohol and will worsen as the alcohol content increases. Water or a jelly like substance in the fuel filters is an indication of possible phase separation from the use of alcohol blended fuels.

Please contact your Pursuit dealer or engine manufacturer for additional information regarding fuels and additives.

CORIAN® SURFACES

Although Corian® is quite resistant to heat, you should always use a hot pad or a trivet with rubber feet to protect Corian®. Avoid exposing Corian® to strong chemicals, such as paint removers, oven cleaners, etc. If contact occurs, quickly flush the surface with water. Soapy water or ammonia-based cleaners will remove most dirt and stains from all types of finishes.

Do not cut directly on Corian® countertops.

Minor damage, including scratches, general or chemical stains, scorches or burns, and minor impact marks can be repaired on-site with a light abrasive cleanser and a product such as a Scotch-Brite® pad. For heavier damage, light sanding may be necessary. Heavy damage should be repaired by a Corian® licensed professional.

11.3 Seats, Upholstery, Canvas and Enclosures

SEAT SLIDES AND SWIVEL BASES

The following maintenance should be performed on the seat slides and swivel bases:

- Periodically inspect and tighten mounting screws between the seat slides and the seat bottom.
- Periodically inspect and tighten the mounting screws that attach the seat bases to the boat.
- Keep a light film of grease on the manual seat slides.
- Keep a light film of grease on the manual seat adjusting mechanism.
- Periodically clean electric seat slides. Do not use harsh chemicals or abrasives. Lubrication is not required.

VINYL UPHOLSTERY

The vinyl upholstery used on the exterior seats and bolsters, and for the headliner in the cabin, should be cleaned periodically with soap and water. Any stain, spill or soiling should be cleaned up promptly to prevent the possibility of permanent staining. When cleaning, always rub gently. Avoid using products containing ammonia, powered abrasive cleaners, steel wool, strong solvents, acetone and lacquer solvents or other harsh chemicals as they can cause permanent damage or shorten the life of vinyl. Never use steam heat, heat guns or hair dryers on vinyl.

Stronger cleaners, detergents and solvents may be effective in stain removal, but can cause either immediate damage or slow deterioration. Lotions, sun tan oil, waxes and polishes, etc., contain oils and dyes that can cause stiffening and staining of vinyls.

- Dry soil, dust and dirt - Remove with a soft cloth.
- Dried on dirt - Wash with a soft cloth dampened with water.
- Variations in surface glass - Wipe with a water dampened cloth and allow to air dry.
- Stubborn dirt - Wash with a soft cloth dampened with Ivory Flakes® and water. Rinse with clean water.
- Stubborn spots and stains - Spray with either Fantastik Cleaner® or Tannery Car Care Cleaner® and rub with a soft cloth. Rinse with clean water.
- Liquid spills - Wipe immediately with a clean absorbent cloth. Rinse with clean water.
- Food grease and oily stains - Spray immediately using either Fantastik Cleaner® or Tannery Car Care Cleaner®, wiping with a soft cloth. Take care not to extend the area of contamination beyond its original boundary. Rinse with clean water.

CANVAS AND SIDE CURTAINS

Acrylic canvas should be cleaned periodically by using a mild soap and water. Scrub lightly and rinse thoroughly to remove the soap. Do not use detergents. The top or accessories should never be folded or stored wet.

After several years, the acrylic canvas may lose some of its ability to shed water. If this occurs, wash the fabric and treat it with a commercially available water proofing designed for this purpose.

Some leakage at the seams is normal and unavoidable with acrylic enclosures. Side curtains and clear connectors can be cleaned with mild soap and water. They should not be allowed to become badly soiled. Dirt, oil, mildew and cleaning agents containing ammonia will shorten the life of the vinyl that is used for clear curtains. After cleaning the curtains and allowing them to dry, apply a non-lemon furniture polish or an acrylic plastic and clear plastic protector to extend the life of the curtains.

Vinyl curtains should be stored either rolled or flat, without folds or creases. Folding the curtains will make permanent creases that could cause the vinyl to crack.

DO NOT USE ANY POLISH CONTAINING LEMON SCENTS OR LEMON. THE LEMON JUICE WILL ATTACK THE VINYL AND SHORTEN ITS LIFE.

Snaps should be lubricated periodically with petroleum jelly or silicone grease. Zippers should be lubricated with silicone spray or paraffin.

The Bimini top, side curtains, clear connector, back drop and aft curtain must be removed when trailering. Canvas enclosures are not designed to withstand the extreme wind pressure encountered while trailering and will be damaged. Always remove and properly store the enclosure before trailering your boat.

Do not operate engines, fuel consuming heaters or burners with the canvas enclosures closed. The cockpit must be open for legal ventilation and to prevent the possible accumulation of carbon monoxide fumes, which could be lethal.

CARBON MONOXIDE IS A LETHAL, TOXIC GAS THAT IS COLORLESS AND ODORLESS. IT IS A DANGEROUS GAS THAT WILL CAUSE DEATH IN CERTAIN LEVELS.

11.4 Cabin Interior

The cabin interior can be cleaned just like you would clean a home interior. To preserve the teak woodwork, use teak oil. To maintain the carpeting, use a vacuum cleaner. Because air and sunlight are very good cleansers, periodically put cushions, sleeping bags, etc. on deck, in the sun and fresh air, to dry and air out. If cushions or equipment get wet with saltwater, remove and use clean, fresh water to rinse of the salt crystals. Salt retains moisture and will cause damage. Dry thoroughly and reinstall.

Vinyl headliner material should be cleaned periodically as explained in the previous section. Avoid using products containing ammonia, bleach or harsh chemicals as they can shorten the life of vinyl.

If you leave the boat for a long period of time, put all cushions on their sides, open all interior cabin and locker doors and hang a commercially available mildew protector in the cabin.

ALWAYS READ THE LABEL CAREFULLY ON MILDEW PROTECTORS. REMOVE THE PROTECTOR AND ALLOW THE CABIN TO VENTILATE COMPLETELY BEFORE USING THE CABIN.

11.5 Bilge

To keep the bilge clean and fresh, use a commercial bilge cleaner regularly. Follow the directions carefully. All exposed pumps and metal components should be sprayed periodically with a protector to reduce the corrosive effects of the high humidity always present in these areas.

Operator Notes

Chapter 12:
SEASONAL MAINTENANCE

12.1 Storage and Lay-up

BEFORE HAULING:

- Pump out the head. Flush the holding tank using clean soap, water and a deodorizer. Pump out the cleaning solution.

- The fuel tank should be left nearly full to reduce condensation that can accumulate in the fuel tank. Allow enough room in the tank for the fuel to expand without leaking out the vents. Moisture from condensation in the fuel tank can reach such concentrations that it becomes heavy enough to settle out of the gasoline to the bottom of the tank. Since fuel pickup tubes are located near the bottom of the tank, this accumulated moisture can cause the engine to run poorly or not at all after extended storage.

  Chemical changes also occur as the gasoline ages that can cause deposits and varnish in the fuel system as well as reduce the octane rating of the fuel. Severely degraded fuel can damage the engine and boat fuel tank and lines.

  Therefore, if your boat is not being run enough to require at least one full tank of fresh fuel a month or during winter storage, a fuel stabilizer should be added to the gasoline to help protect the fuel system from these problems. Operate the boat for at least 15 minutes after adding the stabilizer to allow the treated fuel to reach the engine.

  Your dealer or the engine manufacturer can provide additional information on fuel degradation and fuel stabilizers recommended for your engine. For more recommendations for your specific area, check with your local Pursuit dealer.

- Drain water from the fresh water system.

- Consult the engine owner's manual for detailed information on preparing the engines for storage.

LIFTING

It is essential that care be used when lifting your boat. Make sure the spreader bar at each sling is at least as long as the distance across the widest point of the boat that the sling will surround. Put the slings in position. Refer to the drawing in the Schematics section of this manual for the correct position of the lifting slings. The positions are marked with small labels on each side of the boat under the rubrails. The fore and aft slings should be tied together to prevent the slings from sliding on the hull.

Elevating lifts are commonly used to store boats for extended periods. To provide proper support, the bunks that support the hull should be aligned with and run parallel to the hull stringers. The bow and stern eyes (if so equipped) should not be used as sole support for storage.

BOATS CAN BE DAMAGED FROM IMPROPER LIFTING AND ROUGH HANDLING WHEN BEING TRANSPORTED BY LIFT TRUCKS. CARE AND PROPER HANDLING PROCEDURES MUST BE USED WHEN USING A LIFT TRUCK TO MOVE THE BOAT. NEVER ATTEMPT TO LIFT THE BOAT WITH A SUBSTANTIAL AMOUNT OF WATER IN THE BILGE.

SEVERE GELCOAT CRACKING OR MORE SERIOUS HULL DAMAGE CAN OCCUR DURING HAULING AND LAUNCHING IF PRESSURE IS CREATED ON THE GUNWALES (SHEER) BY THE SLINGS. FLAT, WIDE SLINGS AND SPREADERS LONG ENOUGH TO KEEP PRESSURE FROM THE GUNWALES ARE ESSENTIAL. DO NOT ALLOW ANYONE TO HAUL YOUR BOAT WHEN THE SPREADERS ON THE LIFT ARE NOT WIDE ENOUGH TO TAKE THE PRESSURE OFF THE GUNWALES.

SUPPORTING THE BOAT FOR STORAGE

A trailer, elevating lift or a well-made cradle is the best support for your boat during storage.

When storing the boat on a trailer for a long period:

- Make sure the rollers and pads support the hull of the boat.
- Make sure the trailer is on a level surface and the bow is high enough so that water will drain from the bilge and cockpit.
- The trailer must properly support the hull. The bunks and rollers should match the bottom of the hull and should not be putting pressure on the lifting strakes.
- Make sure the hitch is properly supported.
- Check the tires once each season. Add enough air for the correct amount of inflation for the tires.

WHEN STORING THE BOAT ON A LIFT OR CRADLE:

- The cradle must be specifically for boat storage.
- Make sure the lift or cradle is well supported with the bow high enough to provide proper drainage of the bilge.
- Make sure the engines are in the down position.
- The cradle or lift must be in the proper fore and aft position to properly support the hull. When the cradle or lift is in the correct location, the bunks should match the bottom of hull and should not be putting pressure on the lifting strakes.

BOATS HAVE BEEN DAMAGED BY TRAILERS, LIFTS AND CRADLES THAT DON'T PROPERLY SUPPORT THE HULL. ALWAYS MAKE SURE THE BUNKS AND ROLLERS ARE ADJUSTED SO THEY ARE NOT PUTTING PRESSURE ON THE LIFTING STRAKES AND ARE PROVIDING ENOUGH SUPPORT FOR THE HULL. HULL DAMAGE RESULTING FROM IMPROPER CRADLE OR TRAILER SUPPORT IS NOT COVERED BY THE PURSUIT WARRANTY.

PREPARING THE BOAT FOR STORAGE:

- Remove the bilge drain plug(s), if installed.
- Thoroughly wash the fiberglass exterior, especially the antifouling portion of the bottom. Remove as much marine growth as possible. Lightly wax the exterior fiberglass components.
- Remove all oxidation from the exterior hardware and apply a light film of moisture displacing lubricant.
- Remove propellers and grease the propeller shafts using light waterproof grease.
- Remove the batteries and store in a cool place. Clean using clear, clean water. Be sure the batteries have sufficient water and clean terminals. Keep the batteries charged and safe from freezing throughout the storage period.
- Refer to the Electrical System Chapter for information on the maintenance of the AC and DC electrical systems.
- Coat all faucets and exposed electrical components in the cabin and cockpit with a protecting oil.
- Clean out, totally drain and completely dry the fishboxes, sinks and livewells.
- Thoroughly clean the interior of the boat. Vacuum all carpets and dry clean drapes and upholstery.
- Remove cushions, open the refrigerator/cooler door and as many locker doors as possible. Leaving as many of these areas open as possible will improve the boat's ventilation during the storage period.
- It is recommended that a mildew preventer be hung in the boat's cabin before it is closed for storage.
- Clean the exterior upholstery with a good vinyl cleaner and dry thoroughly. Spray the weather covers and boat upholstery with a spray disinfectant. Enclosed areas such as the refrigerator, shower basin, storage locker areas, etc. should also be sprayed with this disinfectant.

12.2 Winterizing

FRESH WATER SYSTEM

The entire fresh water system must be completely drained. Disconnect all hoses, check valves, etc. and blow all the water from the system. Make sure the water heater and fresh water tank are completely drained. Use only very low air pressure when doing this to prevent possible system damage. Because of the check valve mechanism built in the pump, blowing the lines will not remove the water from the fresh water pump. Remove the outlet hose on the pump. Turn the pump on and allow it to pump out any remaining water....about a cupful.

A recommended alternative to the above-mentioned procedure is the use of commercially available nontoxic, fresh water system antifreeze. After draining the potable water tank, lines and water heater, pour the antifreeze mixture into the fresh water tank, prime and operate the pump until the mixture flows from all fresh water faucets. Be sure to open all hot and cold water faucets, including the fresh water spray head in the stern bait station sink and the water supply valve for the head. Make sure antifreeze has flowed through all of the fresh water drains.

The shower/cabin drain sump system must be properly winterized. Clean debris from the drain and sump and flush for several minutes with fresh clean water. After the system is clean, pump the drain sump as dry as possible. Then pour a potable water antifreeze mixture into the shower drain until antifreeze has been pumped through the entire system and out of the thru-hull.

For additional information please refer to the Plumbing Systems chapter.

RAW WATER SYSTEM

Completely drain the raw water systems. Disconnect all hoses and blow the water from the system. Use only very low air pressure when doing this to prevent possible system damage. Because of the check valve mechanism built in the raw water washdown pump, blowing the lines will not remove the water from the raw water pump. Remove the outlet hoses on the pump. Turn the pump on and allow it to pump out any remaining water....about a cupful.

A recommended alternative to the above-mentioned procedure is the use of commercially available nontoxic, potable water system antifreeze. If potable water antifreeze is used, pour the mixture into a pail and put the raw water intake lines into the solution. Run the pumps one at a time until the antifreeze solution is visible at all raw water faucets and discharge fittings and drains. Be sure antifreeze has flowed through all of the raw water drains.

Make sure to run the stern fishbox macerator pump until all the water is removed from the fishbox and the pump. To avoid damage to the pump, be careful not to run the pump dry for more than 10 seconds.

MARINE TOILET

The marine toilet must be properly winterized by following the manufacturer's winterizing instructions in the marine toilet owner's manual. Drain the intake and discharge hoses completely using low air pressure if necessary. The head holding tank and macerator discharge pump must be pumped dry and one gallon of potable water antifreeze poured into the tank through the deck waste pump out fitting. After the antifreeze has been added to the holding tank, open the overboard discharge valve and activate the macerator pump until the antifreeze solution is visible at the discharge thru-hull.

Make sure you follow the marine toilet manufacturer's winterizing instructions exactly.

BILGE

Coat all metal components, wire busses, and connector plugs in the bilge with a protecting oil. It is also important to protect all strainers, seacocks and steering components. The bilge pumps and bilge pump lines must be completely free of water and dried out when the boat is laid up for the winter in climates where freezing occurs. Compartments in the bilge that will not drain completely should be pumped out and then sponged until completely free of water. Dry the hull bilge and self-bailing cockpit troughs. Water freezing in these areas could cause damage.

HARD TOP

It is imperative that all drain holes in the legs are open and that the legs are completely free of water. Remove the canvas and thoroughly clean and store in a safe, dry place. Remove all electronics. Coat all wire connectors and bus bars in the helm compartment with a protecting oil.

Clean the aluminum frame with soap and water and dry thoroughly. Apply an aluminum metal protector to the entire frame to reduce corrosion and pitting.

ALWAYS MAKE SURE THE LEG DRAIN HOLES ARE CLEAR WHEN THE BOAT IS LAID UP FOR THE WINTER. WATER TRAPPED INSIDE THE HARDTOP, TOWER OR RADAR ARCH LEGS COULD FREEZE AND CAUSE THE LEGS TO SPLIT.

TOWER (if installed)

It is imperative that all drain holes in the tower and hardtop legs are open and completely free of water. Tower basket drains should be checked and clear of debris. Remove the tower sun shade, if installed, the belly band or other upholstery and thoroughly clean and store in a safe, dry place. Remove all electronics. Coat all wire connectors and bus bars in the helm compartment with a protecting oil. Cover the tower basket with a tarp and secure it properly.

Clean the aluminum frame with soap and water and dry thoroughly. Apply an aluminum metal protector to the entire frame to reduce corrosion and pitting.

COVERING FOR WINTER STORAGE

If the boat will be in outside storage, properly support a storage cover and secure it over the boat. It is best to have a frame built over the boat to support the canvas. It should be a few inches wider than the boat so the canvas will clear the rails and allow passage of air. If this cover is fastened too tightly there will be inadequate ventilation and this can lead to mildew, moisture accumulation, etc. It is essential to fasten the canvas down securely so that the winds cannot remove it or cause chafing of the hull superstructure. Do not store the boat in a damp storage enclosure. Excessive dampness can cause electrical problems, corrosion, and excessive mildew.

Whenever possible, do not use the Bimini top or convertible top canvas in place of the winter storage cover. The life of these canvases may be significantly shortened if exposed to harsh weather elements for long periods.

PLACING AN ELECTRIC OR FUEL BURNING HEATING UNIT IN THE BILGE AREA CAN BE POTENTIALLY HAZARDOUS AND IS NOT RECOMMENDED.

Proper storage is very important to prevent serious damage to the boat. If the boat is to be stored indoors, make sure the building has enough ventilation. It is very important that there is enough ventilation both inside the boat and around the boat. If the boat is to be stored indoors or outdoors, open all drawers, clothes lockers, cabinets, and doors a little. If possible, remove the upholstery, mattresses, clothing, and rugs. Then hang a commercially available mildew protector in the cabin.

12.3 Recommissioning

DO NOT OPERATE THE BOAT UNLESS IT IS COMPLETELY ASSEMBLED. KEEP ALL FASTENERS TIGHT. KEEP ADJUSTMENTS ACCORDING TO SPECIFICATIONS.

BEFORE LAUNCHING THE BOAT, MAKE SURE THE HULL DRAIN PLUG IS INSTALLED.

REACTIVATING THE BOAT AFTER STORAGE:

- Charge and install the batteries.
- Install the drain plug in the hull.
- Check the engines for damage and follow the manufacturer’s instructions for recommissioning.
- Check the engine's mounting bolts to make sure they are tight.
- Perform all routine maintenance.
- Check all hose clamps for tightness.
- Pump the antifreeze from the fresh and raw water systems and flush several times with fresh water. Make sure all antifreeze is flushed from the water heater and it is filled with fresh water before it is activated.
- Check and lubricate the steering system.
- Clean and wash the boat.
- Install all upholstery, cushions and canvas.

AFTER LAUNCHING:

- Carefully check all water systems and the engine bolts for leaks. Operate each system one at a time checking for leaks and proper operation.

- Check the bilge pump manual and automatic switches.

- When the engines start, check the cooling system port below the engine cowling for a strong stream of water. This ensures that the cooling pump is operating.

- Carefully monitor the gauges and check for leakage and abnormal noises.

- Operate the boat at slow speeds until the engine temperature stabilizes and all systems are operating normally.

Operator Notes

APPENDIX A:
GLOSSARY OF TERMS

Aft: In, near, or toward the stern of a boat.

Aground: A boat stuck on the bottom.

Amidships: In or toward the part of a boat midway between the bow and stern.

Anchor: A specially shaped heavy metal device designed to dig efficiently into the bottom under a body of water and hold a boat in place.

Anchorage: An area specifically designated by governmental authorities in which boats may anchor.

Ashore: On shore.

Astern: Behind the boat, to move backwards.

Athwartship: At right angles to the center line of the boat.

Barnacles: Small, hard-shelled marine animals which are found in salt water attached to pilings, docks and bottoms of boats.

Beam: The breadth of a boat usually measured at its widest part.

Bearing: The direction of an object from the boat, either relative to the boat's direction or to compass degrees.

Berth: A bunk or a bed on a boat.

Bilge: The bottom of the boat below the flooring.

Bilge Pump: A pump that removes water that collects in the bilge.

Boarding: Entering or climbing into a boat.

Boarding Ladder: Set of steps temporarily fitted over the side of a boat to assist persons coming aboard.

Boat Hook: Short shaft of wood or metal with a hook fitting at one end shaped to aid in extending one's reach from the side of the boat.

Bow: The front end of a boat's hull.

Bow Line: A line that leads forward from the bow of the boat.

Bow Rail: Knee high rails of solid tubing to aid in preventing people from falling overboard.

Bridge: The area from which a boat is steered and controlled.

Bridge Deck: A deck forward and usually above the cockpit deck.

Broach: When the boat is sideways to the seas and in danger of capsizing; a very dangerous situation that should be avoided.

Bulkhead: Vertical partition or wall separating compartments of a boat.

Cabin: Enclosed superstructure above the main deck level.

Capsize: When a boat lays on its side or turns over.

Chock: A deck fitting, usually of metal, with inward curving arms through which mooring or anchor lines are passed so as to lead them in the proper direction both on board and off the boat.

Cleat: A deck fitting, usually of metal with projecting arms used for securing anchor and mooring lines.

Closed Cooling System: A separate supply of fresh water that is used to cool the engine and circulates only within the engine.

Coaming: A vertical piece around the edges of cockpit, hatches, etc. to stop water on deck from running below.

Cockpit: An open space, usually in the aft deck, outside of the cabin.

Companionway: Opening in the deck of a boat to provide access below.

Compartment: The interior of a boat divided off by bulkheads.

Cradle: A framework designed to support a boat as she is hauled out or stored.

Cutlass Bearing: A rubber bearing in the strut that supports the propeller shaft.

Deck: The floor-like platform of a boat that covers the hull.

Displacement: The volume of water displaced by the hull. The displacement weight is the weight of this volume of water.

Draft: The depth of water a boat needs to float.

Dry Rot: A fungus attack on wood areas.

Dry-dock: A dock that can be pumped dry during boat construction or repair.

Electrical Ground: A connection between an electrical connector and the earth.

Engine Beds: Sturdy structural members running fore and aft on which the inboard engines are mounted.

EPIRB: Emergency Position Indicating Radio Beacon. Operates as a part of a worldwide satellite distress system.

Even Keel: When a boat floats properly as designed.

Fathom: A measure of depth. One Fathom = 6 feet.

Fender: A soft object of rubber or plastic used to protect the topsides from scarring and rubbing against a dock or another vessel.

Fend off: To push or hold the boat off from the dock or another boat.

Flying Bridge: A control station above the level of the deck or cabin.

Flukes: The broad portions of an anchor which dig into the ground.

Following Sea: A sea that comes up from the stern and runs in the same direction that the boat is going.

Fore: Applies to the forward portions of a boat near the bow.

Foundering: When a boat fills with water and sinks.

Freeboard: The height from the waterline to the lowest part of the deck.

Galley: The kitchen of a boat.

Grab Rail: Hand-hold fittings mounted on cabin tops or sides for personal safety when moving around the boat, both on deck and below.

Ground Tackle: A general term including anchors, lines, and other gear used in anchoring.

Grounds: A boat touches the bottom.

Gunwale: The upper edge of a boat's side.

Hand Rail: Rail mounted on the boat, for grabbing with your hand, to steady you while walking about the boat.

Harbor: An anchorage which provides reasonably good protection for a boat, with shelter from wind and sea.

Hatch: An opening in the deck with a door or lid to allow for access down into a compartment of a boat.

Head: A toilet on a boat.

Heat Exchanger: Used to transfer the heat that is picked up by the closed cooling system to the raw cooling water.

Helm: The steering and control area of a boat.

Hull: The part of the boat from the deck down.

Inboard: A boat with the engine mounted within the hull of the boat. Also refers to the center of the boat away from the sides.

Inboard/outboard: Also stern drive or I/O. A boat with an inboard engine attached to an outboard drive unit.

Keel: A plate or timber plate running lengthwise along the center of the bottom of a boat.

Knot: Unit of speed indicating nautical miles per hour. 1 knot = 1 nautical mile per hour (1.15 miles per hour). A nautical mile is equal to one minute of latitude: 6076 feet. Knots times 1.15 equals miles per hour. Miles per hour times .87 equals knots.

Lay-up: To decommission a boat for the winter (usually in northern climates).

Leeward: The direction toward which the wind is blowing.

Length On The Waterline (l.w.l.): A length measurement of a boat at the waterline from the stern to where the hull breaks the water near the bow.

Limber Hole: A passage cut into the lower edges of floors and frames next to the keel to allow bilge water to flow to the lowest point of the hull where it can be pumped overboard.

Line: The term used to describe a rope when it is on a boat.

Lists: A boat that inclines to port or starboard while afloat.

L.O.A.: Boat length overall.

Locker: A closet, chest or box aboard a boat.

Loran: An electronic navigational instrument which monitors the boat's position using signals emitted from pairs of transmitting stations.

Lunch hook: A small light weight anchor typically used instead of the working anchor. Normally used in calm waters with the boat attended.

Midships: The center of the boat.

Marina: A protected facility primarily for recreational small craft.

Marine Ways or Railways: Inclined planes at the water's edge onto which boats are hauled.

Moored: A boat secured with cables, lines or anchors.

Mooring: An anchor permanently embedded in the bottom of a harbor that is used to secure a boat.

Nautical Mile: A unit of measure equal to one minute of latitude. (6076 feet)

Nun Buoy: A red or red-striped buoy of conical shape.

Outboard: A boat designed for an engine to be mounted on the transom. Also a term that refers to objects away from the center line or beyond the hull sides of a boat.

Pad Eye: A deck fitting consisting of a metal eye permanently secured to the boat.

Pier: A structure which projects out from the shoreline.

Pile or Piling: A long column driven into the bottom to which a boat can be tied.

Pitching: The fore and aft rocking motion of a boat as the bow rises and falls.

Pitch: The measure of the angle of a propeller blade. Refers to the theoretical distance the boat travels with each revolution of the propeller.

P.F.D: Personal Flotation Device.

Port: The left side of the boat when facing the bow.

Porthole (port): The opening in the side of a boat to allow the admittance of light and air.

Propeller: A device having two or more blades that is attached to the engine and used for propelling a boat.

Propeller Shaft: Shaft which runs from the back of the engine gear box, aft, through the stuffing box, shaft log, struts, and onto which the propeller is attached.

Pyrotechnic Distress Signals: Distress signals that resemble the brilliant display of flares or fireworks.

Raw Water Cooled: Refers to an engine cooling system that draws sea water in through a hull fitting or engine drive unit, circulates the water in the engine, and then discharges it overboard.

Reduction Gear: Often combined with the reverse gear so that the propeller turns at a slower rate than the engine.

Reverse Gear: Changes the direction of rotation of the propeller to provide thrust in the opposite direction for stopping the boat or giving it sternway.

Roll: A boat's sideways rotational motion in rough water.

Rope Locker: A locker, usually located in the bow of a boat, used for stowing the anchor line or chain.

Rubrail: Railing (often rubber or hard plastic) that runs along the boat's sheer to protect the hull when coming alongside docks, piers, or other boats.

Rudder: A moveable flat surface that is attached vertically at or near the stern for steering.

Sea anchor: An anchor that does not touch the bottom. Provides drag to hold the bow in the most favorable position in heavy seas.

Scupper: An opening in the hull side or transom of the boat through which water on deck or in the cockpit is drained overboard.

Seacock: Safety valves installed just inside the thru-hull fittings and ahead of the piping or hose running from the fittings.

Shaft Log: Pipe through which the propeller shaft passes.

Sheer: The uppermost edge of the hull.

Sling: A strap which will hold the boat securely while being lifted, lowered, or carried.

Slip: A boat's berth between two pilings or piers.

Sole: The deck of a cockpit or interior cabin.

Spring Line: A line that leads from the bow aft or from the stern forward to prevent the boat from moving ahead or astern.

Starboard: The right side of a boat when facing the bow.

Steerageway: Sufficient speed to keep the boat responding to the rudder or drive unit.

Stem: The vertical portion of the hull at the bow.

Stern: The rear end of a boat.

Stow: To pack away neatly.

Stringer: Longitudinal members fastened inside the hull for additional structural strength.

Strut: Mounted to the hull which supports the propeller shaft in place.

Strut Bearing: See "cutlass bearing."

Stuffing Box: Prevents water from entering at the point where the propeller shaft passes through the shaft log.

Superstructure: Something built above the main deck level.

Swamps: When a boat fills with water from over the side.

Swimming Ladder: Much the same as the boarding ladder except that it extends down into the water.

Taffrail: Rail around the rear of the cockpit.

Thru-hull: A fitting used to pass fluids (usually water) through the hull surface, either above or below the waterline.

Topsides: The side skin of a boat between the waterline or chine and deck.

Transom: A flat stern at right angles to the keel.

Travel Lift: A machine used at boat yards to hoist boats out of and back into the water.

Trim: Refers to the boat's angle or the way it is balanced.

Trough: The area of water between the crests of waves and parallel to them.

Twin-Screw Craft: A boat with two propellers on two separate shafts.

Underway: When a boat moves through the water.

Wake: Disrupted water that a boat leaves astern as a result of its motion.

Wash: The flow of water that results from the action of the propeller or propellers.

Waterline: The plane of a boat where the surface of the water touches the hull when it is afloat on even keel.

Watertight Bulkhead: Bulkheads secured so tightly so as not to let water pass.

Wharf: A structure generally parallel to the shore.

Working Anchor: An anchor carried on a boat for most normal uses. Refers to the anchor used in typical anchoring situations.

Windlass: A winch used to raise and lower the anchor.

Windward: Toward the direction from which the wind is coming.

Yacht Basin: A protected facility primarily for recreational small craft.

Yaw: When a boat runs off her course to either side.

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Appendix B:
MAINTENANCE SCHEDULE AND LOG

MAINTENANCE	Each Use	Weekly	Monthly	Each Season	Yearly	As Needed
Clean hull below the waterline				X		
Bottom paint hull					X	X
Check sacrificial anodes			X			
Replace sacrificial anodes					X	X
Wash boat canvas & hardware	X		X			
Wax exterior gelcoat				X		X
Clean & protect hardware						X
Polish & protect plastic glass				X		X
Clean exterior upholstery	X					X
Clean cabin & interior upholstery						X
Flush engine with fresh water	X					
Spray metal components in bilge with a protector			X			
Clean bilge				X		X
Check bilge for leaks	X		X			
Inspect & operate thru-hull valves			X			
Inspect steering & control systems	X					
Service steering & control systems				X		
Inspect fuel system for leaks	X					
Inspect & service fuel system				X		
Inspect fuel tank vents & screens					X	
Replace fuel filters					X	
Lubricate fuel fill O-rings			X			
Inspect fire extinguisher			X			
Test bilge pump auto switches			X			
Inspect & protect electrical components, wire & battery connections						
Check battery electrolyte & service			X			
Test and inspect AC electrical system & shore power cord				X		
Inspect water systems for leaks				X		
Check neutral safety switch	X					
Check trim tab fluid level			X			

MAINTENANCE LOG

Date	Hours	Dealer	Service/Repairs

MAINTENANCE LOG

Date	Hours	Dealer	Service/Repairs

MAINTENANCE LOG

Date	Hours	Dealer	Service/Repairs

MAINTENANCE LOG

Date	Hours	Dealer	Service/Repairs

MAINTENANCE LOG

Date	Hours	Dealer	Service/Repairs

Appendix C:

DEPARTMENT OF TRANSPORTATION
U.S. COAST GUARD
C.G. 1865 (REV. 1/88)

BOATING ACCIDENT REPORT

FORM APPROVED
OMB NO.211-0010

The operator/owner of a vessel used for recreational purposes is required to file a report in writing whenever an accident results in: loss of life or disappearance from a vessel, or an injury which requires medical treatment beyond first aid: or property damage in excess of $200 or complete loss of the vessel. Reports in death and injury cases must be submitted within 48 hours. Reports in other cases must be submitted within 10 days. Reports must be submitted to reporting authority in the state where the accident occurred. This form is provided to assist the operator in filing the required written report.

COMPLETE ALL BLOCKS (indicate those not applicable by "NA")

NAME AND ADDRESS OF OPERATOR

AGE OF OPERATOR

DATE OF BIRTH

OPERATOR'S EXPERIENCE
This type of boat
[ ] Under 20 Hours
[ ] 20 to 100 Hours
[ ] 100 to 500 Hours
[ ] Over 500 Hours
Other boat operating Exp.
[ ] Under 20 Hours
[ ] 20 to 100 Hours
[ ] 100 to 500 Hours
[ ] Over 500 Hours

OPERATOR TELEPHONE NUMBER

OWNER TELEPHONE NO.

NAME AND ADDRESS OF OWNER

RENTED BOAT
[ ] YES
[ ] NO

NUMBER OF PERSONS ON BOARD

FORMAL INSTRUCTION IN BOATING SAFETY
[ ] None [ ] State [ ] U.S. Power Squadrons
[ ] USCG Auxiliary [ ] American Red Cross
[ ] Other (Specify) _____

VESSEL NO. (this vessel)

BOAT REGISTER. NO.	BOAT NAME	BOAT MAKE	BOAT MODEL	MFR HULL IDENTIFICATION NO.

TYPE OF BOAT
[ ] Open Motorboat
[ ] Cabin Motorboat
[ ] Auxiliary Sail
[ ] Sail (only)
[ ] Rowboat
[ ] Canoe
[ ] Other (Specify)

HULL MATERIAL
[ ] Wood
[ ] Aluminum
[ ] Steel
[ ] Fiberglass
[ ] Rubber/vinyl
[ ] Other (Specify)

ENGINE
[ ] Outboard
[ ] Inboard gasoline
[ ] Inboard diesel
[ ] Inboard-outdrive
[ ] Jet
[ ] Other (Specify)

PROPULSION
No. of engines _____
Horse Power (total) _____
Type of fuel _____

CONSTRUCTION
Length _____
Year built (boat) _____

Has boat had a Safety Examination? [ ] Outboard [ ] NO
For current year? [ ] YES [ ] NO Year _____
Indicate whether [ ] USCG Auxiliary Courtesy Marine Exam
[ ] State/local examination [ ] Other

ACCIDENT DATA

DATE OF ACCIDENT

TIME am pm

NAME OF BODY OF WATER

LOCATION (Give location precisely) Lat Long

STATE

NEAREST CITY OR TOWN

COUNTY

WEATHER
[ ] Clear [ ] Rain
[ ] Cloudy [ ] Snow
[ ] Fog [ ] Hazy

WATER CONDITIONS
[ ] Calm (waves less than 6")
[ ] Choppy (waves 6" to 2')
[ ] Rough (greater than 6')
[ ] Strong Current

TEMPERATURE
(Estimate)
Air _____ F°
Water _____ F°

WIND
[ ] None
[ ] Light (0 - 6mph)
[ ] Moderate (7 - 14 mph)
[ ] Strong (15 - 25 mph)
[ ] Storm (Over 25 mph)

VISIBILITY
DAY NIGHT
[ ] Good
[ ]
[ ] Fair [ ]
[ ] Poor [ ]

OPERATION AT TIME OF ACCIDENT
(Check all applicable)
[ ] Commercial Activity
[ ] Cruising
[ ] Maneuvering
[ ] Approaching Dock
[ ] Leaving Dock
[ ] Water Skiing
[ ] Racing
[ ] Towing
[ ] Other (Specify)
[ ] Drifting
[ ] At Anchor
[ ] Tied to Dock
[ ] Fueling
[ ] Fishing
[ ] Hunting
[ ] Skin Diving/ Swimming
[ ] Being Towed

TYPE OF ACCIDENT
(Check all applicable)
[ ] Grounding
[ ] Capsizing
[ ] Flooding
[ ] Sinking
[ ] Fire or explosion (fuel)
[ ] Fire or explosion (Other than fuel)
[ ] Fallen Skier
[ ] Collision with Vessel
[ ] Collision with Fixed Object
[ ] Collision with Floating Object
[ ] Falls Overboard
[ ] Falls in boat
[ ] Hit by Boat or Propeller
[ ] Other (Specify)

WHAT IN YOUR OPINION CONTRIBUTED TO THE ACCIDENT (Check all applicable)
[ ] Weather
[ ] Excessive speed
[ ] No Proper Lookout
[ ] Restricted Vision
[ ] Overloading
[ ] Improper Loading
[ ] Racing
[ ] Hazardous Waters
[ ] Other (Specify)
[ ] Alcohol use
[ ] Drug use
[ ] Fault of Hull
[ ] Fault of Machinery
[ ] Fault of Equipment
[ ] Hunting
[ ] Operator Inexperience
[ ] Operator Inattention

PERSONAL FLOTATION DEVICES (PFDS)

Was the boat adequately equipped with COAST GUARD APPROVED FLOTATION DEVICES? [ ] Yes [ ] No
Were they accessible? [ ] Yes [ ] No
Were they serviceable? [ ] Yes [ ] No
Were they used by survivors? [ ] Yes [ ] No
What type? [ ] I, [ ] II, [ ] III, [ ] IV, [ ] V (specify) _____
Were PFD's properly used? [ ] Yes [ ] No
Adjusted [ ] Yes [ ] No
Sized [ ] Yes [ ] No

Was the vessel carrying NON approved flotation devices? [ ] Yes [ ] No
Were they accessible? [ ] Yes [ ] No
Were they used? [ ] Yes [ ] No
If Yes, indicate kind.

Include any comments of PFD's under ACCIDENT DESCRIPTION on other side of form

PROPERTY DAMAGE

Estimated amount
This boat $
Other boat $
Other Property $

FIRE EXTINGUISHERS

Were they used? (If yes, list Type(s) and number used.)
[ ] Yes [ ] No [ ] NA
Types:

DESCRIBE PROPERTY DAMAGE

NAME AND ADDRESS OF OWNER OF DAMAGED PROPERTY

BOATING ACCIDENT REPORT

If more than 3 fatalities and/or injuries, attach additional form(s)

DECEASED

NAME	ADDRESS	DATE OF BIRTH	WAS VICTIM?	DEATH CAUSED BY	WAS PFD WORN?
			[ ] Swimmer [ ] Non Swimmer	[ ] Drowning [ ] Other [ ] DISAPPEARANCE	[ ] Yes [ ] No What Type?
			[ ] Swimmer [ ] Non Swimmer	[ ] Drowning [ ] Other [ ] DISAPPEARANCE	[ ] Yes [ ] No What Type?
			[ ] Swimmer [ ] Non Swimmer	[ ] Drowning [ ] Other [ ] DISAPPEARANCE	[ ] Yes [ ] No What Type?

INJURED

NAME	ADDRESS	DATE OF BIRTH	NATURE OF INJURY	MEDICAL TREATMENT

ACCIDENT DESCRIPTION

DESCRIBE WHAT HAPPENED (Sequence of events. Include Failure of Equipment. If diagram is needed, attach separately. Continue on additional sheets if necessary. Include any information regarding the involvement of alcohol and/or drugs in causing or contributing to the accident. Include any descriptive information about the use of PFD's.)

VESSEL NO. 2 (if more than 2 vessels, attach additional form (s)

Name of Operator	Address	Boat Number
Telephone Number		Boat Name
Name of Owner	Address	

WITNESSES

Name	Address	Telephone Number

WITNESSES

SIGNATURE	Address	Telephone Number
QUALIFICATION (Check One) [ ] Operator [ ] Owner [ ] Investigator [ ] Other		Date Submitted

(do not use) - **FOR REPORTING AUTHORITY REVIEW** (use agency date stamp)

Causes based on (check one) [ ] This report [ ] Investigation and this report [ ] Investigation [ ] Could not be determined	Name of Reviewing Office	Date Received
Primary Cause of Accident	Secondary Cause of Accident	Reviewed By

Appendix D:

Float Plan

Pursuit recommends filling out a float plan each time you use your boat for an offshore day trip or a long cruise. Leave this information with a responsible person ashore, like a close friend or relative that you know well.

1. Name of person reporting and telephone number.

   _____

2. Description of boat.
   Type _____ Color _____ Trim _____
   Registration No. _____ Length _____
   Name _____ Make _____ Other Info _____

3. Engine type _____ H.P. _____
   No. of Engines _____ Fuel Capacity _____

4. Survival equipment: (Check as appropriate)

☐ PFDS	☐ Flares	☐ Mirror
☐ Smoke Signals	☐ Flashlight	☐ Food
☐ Paddles	☐ Water	☐ Others
☐ Anchor	☐ Raft or Dinghy	☐ EPIRB

5. Radio ☐ Yes ☐ No Type _____

6. Automobile license _____
   Type _____ Trailer License _____
   Color _____ and make of auto _____

7. Persons aboard _____
   Name _____ Age _____ Address & telephone No. _____

   _____

   _____

   _____

8. Do any of the persons aboard have a medical problem?
   ☐ Yes ☐ No If yes, what? _____

9. Trip Expectations: Leave at _____
   From _____ Going to _____
   Expect to return by _____ (time)
   and no later than _____

10. Any other pertinent info. _____

11. If not returned by _____ (time)
    call the COAST GUARD, or (Local authority) _____

12. Telephone Numbers.

    _____ _____
    _____ _____
    _____ _____
    _____ _____

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Appendix E:
TROUBLESHOOTING GUIDE

PROBLEM	CAUSE AND SOLUTION
CONTROL SYSTEMS	
Hydraulic Steering is slow to respond & erratic.	• Steering system is low on fluid. Fill and bleed system. • Steering system has air in it. Fill and bleed system. • A component in the steering system is binding. Check and adjust or repair binding component. • Engine steering spindle is binding. Grease spindle.
The boat wanders and will not hold a course at cruise speeds.	• There could be air in the steering system. Fill & bleed the system. • The engine steering tab is corroded or out of adjustment. Replace or adjust steering tab. • Engine steering spindle is binding. Grease spindle.
The engine will not start with the shift control lever in neutral.	• The control cable is out of adjustment & not activating the neutral safety cut out switch. • The shift control lever is not in the neutral detent. Try moving the shift lever slightly. • There is a loose wire on the neutral safety switch on the transmission. Inspect wires and repair loose connections. • The starter or ignition switch is bad.
PERFORMANCE PROBLEMS	
Boat is sluggish and has lost speed & RPM.	• The boat may be need to have marine growth cleaned from hull and running gear. • Propeller may be damaged & need repair. • Weeds or line around the propeller. Clean propeller. • Boat is overloaded. Reduce load. • Check for excessive water in the bilge. Pump out bilge & find & correct the problem. • The throttle adjustments has changed and the engine is not getting full throttle. Adjust the throttle cable.
The boat vibrates at cruising speeds.	• Propeller may be damaged & need repair. • The propeller or propeller shaft is bent. Repair or replace damaged components. • The running gear is fouled by marine growth or rope. Clean running gear. • The engine is not trimmed Properly. Trim engine.

TROUBLESHOOTING GUIDE

PROBLEM	CAUSE AND SOLUTION
ENGINE PROBLEMS	
The engine is running too hot.	• The engine raw water pick up strainer up is clogged with marine growth. Clean pick up • The engine raw water pump impeller is worn or damaged. Repair the pump. • The engine thermostat is faulty and needs to be replaced.
The engine alternator is not charging properly.	• The battery cable is loose or corroded. Clean and tighten battery cables. • The alternator is not charging and must be replaced. • The engine battery isolator in the charging system is not working properly. Replace the isolator. • The battery is defective. Replace the battery.
The engine suddenly will not operate over 2000 RPM.	• The engine emergency system has been activated. The on board computer has sensed a problem and has limited the RPM to protect the engine. Find & correct the problem. • The tachometer is bad and needs to be replaced.
The engine is loosing RPM. The boat is not overloaded and the hull bottom and running gear are clean and in good condition.	• The engine may be having a problem with a sticky anti-siphon valve, located in the fuel line near the fuel tank, that is restricting the fuel flow. Remove & clean or replace the anti-siphon valve. • The remote gasoline fuel filter could be dirty. Inspect and replace the fuel filter. • The primary fuel filter on the engine may be dirty. Inspect and replace the fuel filter. • The electronic engine control system on the engine is malfunctioning. Repair the engine control system. • The fuel injection system on the engine is malfunctioning. Repair the fuel injection system.

TROUBLESHOOTING GUIDE

PROBLEM	CAUSE AND SOLUTION
ACCESSORY PROBLEMS	
The livewell pump runs, but does not pump water.	• The strainer on the intake scoop is clogged preventing the water from getting to the pump. Put the boat in reverse to clean the strainer. • There is an air lock in the system. Run the boat above 15 m.p.h. and the pick up scoop will force the air lock past the pump and prime the system. • The thru-hull valve is not open. Open valve. • The valve in the livewell is not open. Open the valve in the livewell.
The automatic float switch on the bilge pump raises but does not activate the pump.	• The in-line fuse near the battery switch has blown. Replace the fuse. • The pump impeller is jammed by debris. Clean pump impeller housing. • The pump is defective. Replace pump.

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